



OCTOBER 1984 \$1.95

Atlantic Insight

ONE LESS FOR THE ROAD

Drinking and
driving:
Who pays?

Music man
Bob Quinn
sails on

Harvey Webber:
The chains
still bind

Safety in the
offshore oil patch

"SORRY... MY MISTAKE."

I picked up the wrong glass at the party and tasted an incredibly smooth rich rum. It was better than any rum I'd ever tasted.

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Atlantic Insight is published 12 times a year by Northeast Publishing Limited. 1668 Barrington St., Halifax, N.S. B3J 2A2. Second Class Mail Registration No. 4683, ISSN 0708-5400. Indexed in Canadian Periodical Index. SUBSCRIPTION PRICES: Canada, 1 year, \$22, 2 years, \$38; U.S.A., Territories and Possessions, 1 year, \$35; Overseas, 1 year, \$45. Contents copyright ©1984 by Northeast Publishing Limited may not be reprinted without permission. PRINTED IN CANADA. Northeast Publishing Limited assumes no responsibility for unsolicited manuscripts and other materials and will not return these unless accompanied by stamped, self-addressed envelopes.

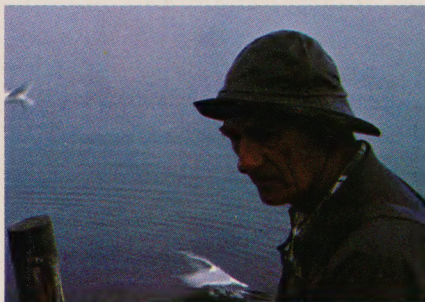
OCTOBER 1984 Vol. 6 No. 10



COVER STORY

Drinking and driving has become one of society's most fearsome taboos. And yet, year after year, the carnage continues on our highways and city streets. The victims of this crime often remain silent, physically and emotionally scarred for life. Provincial governments are cracking down on the offenders, and community groups and lobbies are pushing for tougher laws and stiffer penalties. But is all this enough? **PAGE 14**

COVER PHOTO BY BILL RICHARDSON



RELIGION

Amid the media blitz accompanying the Pope's visit to Nova Scotia, Paul Dugan, a 68-year-old fisherman from the coastal village of East Dover, was selected from among his peers to touch hands with the Pontiff. It was a simple yet poignant ceremony reflecting the sacred heart of the province's Roman Catholics and recalling the mission of the Church's first "fisher of men," Peter. **PAGE 40**

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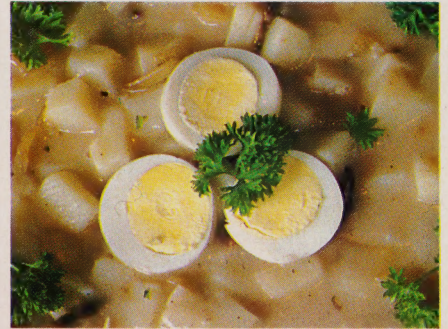
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FOOD

English cuisine may not strike you as particularly inventive. But in the skilled hands of biologist and gourmet Doris Peacock, even the simplest ingredients combine to make mouth-watering delicacies. **PAGE 56**



ART

Ian Sherman loves the long winters, short summers and gusting winds of Cape Breton. The island's wilderness inspires him. And his love of nature shows up in the graceful, abstract shapes and scenes he hews from the wood of his environment. **PAGE 59**

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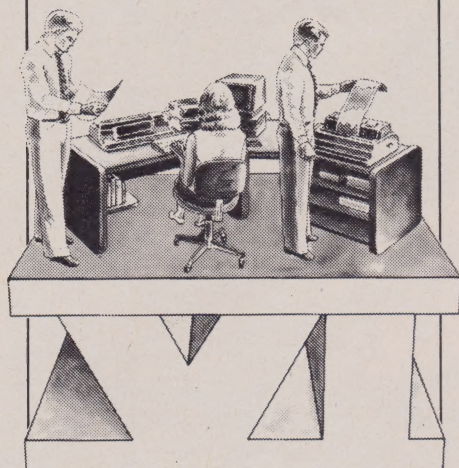
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Canada

**Mihoko Lee:
Nova Scotia's silk
farming pioneer**
Page CS6



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The first stop to animal heaven



LESLEY MCKEE

What do you do with your pet once it has departed this life? Simple, says Shubenacadie veterinarian Ross Ainslie: Give it a proper burial

By Lesley McKee

Shubenacadie is best known as the home of the Shubenacadie Wildlife Park, but it also has the lesser known distinction of being the home of Nova Scotia's only animal graveyard. Since the first plot was dug over 18 years ago, the Ainslie Animal Farm Cemetery has filled over 1,200 plots.

Veterinarian Ross Ainslie has set aside over 30 acres on the 700-acre horse farm that has been in his family for six generations for the sole purpose of burying people's dearly departed pets. "The farm was originally a dairy farm," says Ainslie, "but is now a place where people can board and breed their horses, as well as bring their horses who need surgery, treatment, then rehabilitation to go back to the function of what they were doing before, whether it be racing or riding." Indeed it is obvious that the farm is very much a haven for live animals as well. Dogs are boarded here, cats are found wandering everywhere, and ducks are often seen waddling from the pond around the barns.

Dr. Ainslie started the cemetery as an afterthought because many of his patients' masters wondered where they could lay their late pets to rest, since it is not permitted by law to bury pets within the city limits. Ainslie says, "People feel secure about burying their animals at the graveyard, because the farm has been in my family for so long that they know it isn't likely to be sold." Dr. Ainslie, himself, recently buried his 18-year-old cat in his own private plot of the animal cemetery. This was the sixth family pet laid to rest in 30 years on the Ainslie Farm.

The Ainslie Animal Farm Cemetery is just one of over 200 members of the International Association of Pet Cemeteries of the United States. The registration fee for 1984 was \$195. The IAPC has a code of ethics that all its members must follow. "Through being a member of the IAPC, information concerning landscaping and other related ideas are sent to you," says Dr. Ainslie. Other IAPC members are Pet Haven Memorial Park, Pet Paradise, Pet Memorial Gardens, and Peaceful Hills Cemetery, all located in the United States. According to Dr. Ainslie, "The animal cemetery industry is big business in the U.S. Many have slumber rooms where you can view your pet in its coffin and pay your last respects."

Included in Roland Harvey's job as manager of Dr. Ainslie's farm is the upkeep of the animal cemetery. Over the years Harvey has buried horses, cats, dogs, guinea pigs, and even, occasionally, budgie birds and a few parrots.

The best known horse buried on the Ainslie Farm is Brewer's Gallon, the famous North American trotting horse who died in 1971. He belonged to B.C. Cruikshank, the first President of Sackville Downs Raceway. Brewer's Gallon was at his peak in 1950, winning race after race. In that year the winning stallion posed in a picture with Barbara Ann Scott, the Canadian figure skating champion. The headlines read: TWO CANADIAN CHAMPIONS.

The burial costs at the Ainslie Animal Farm Cemetery vary depending upon the size of the animal. The

CITYSTYLE

costs are \$125 for toy dogs and cats, \$150 for medium sized dogs, \$175 for large dogs, and \$200 for giant sized dogs (St. Bernard - 200 lbs. and over). Included in the burial cost is a white cross on which is painted the pet's name and master's surname, as well as future perpetual care. "Some people lay their own engraved tombstone on the lot and arrive with their pet in a child's casket or one they've made themselves," Harvey says.

The cemetery also has a communal burial spot that is much cheaper than individual plots. The cost ranges from \$10-20. Here the animals are buried together without markers. This area is separate from the special burial grounds, Ainslie says.

In winter months when the ground is frozen, making it impossible to dig graves, those who wish to wait may have their pet placed in a freezer in any one of Dr. Ainslie's five veterinary clinics in Halifax until spring. The cost to have a pet frozen is \$15 a month.

According to Ainslie, "Some people make provisions in their will stating that on their death their animal will be put down and buried in the Ainslie Animal Farm Cemetery at the same time they are. Some feel that no one else can look after *their* animal. People love their animals and do get very attached to them; so, when they die, often people want to do something nice for their pet for the last time."

"Some people visit their pet's gravesite and plant new flowers more often than they do for their relatives. Many say a prayer or a few words each time they visit their pet's gravesite."

Several of the animals whose masters have placed tombstones on their gravesites have engraved quotes and messages. Jessica's tombstone reads, for example, (1970-1981) **BELOVED NEWFOUNDLAND OF VALERIE AND STANLEY, "SLEEP WELL, SWEET DOGGIE,"** and Cito: **IN LOVING MEMORY OF CITO, REG. #5525941, FAITHFUL GERMAN SHEPHERD (Jan. 1, 1963-July 8, 1975) NEVER FORGOTTEN BY THE RAE FAMILY.**

All types of people take advantage of the service, Harvey says — old and young alike. The most prominent gravesites belong to the basset hounds, Clarabell (September 20, 1965, to July 18, 1975) and John (March 4, 1967, to December 3, 1978) who are **"EVER REMEMBERED AND EVER LOVED."** Their owner was MLA Roland Thornhill and his family.

Joyce Thornhill, who is a proud owner of a skye terrier named Mac-Tavish, says she still visits both Clarabell and John's gravesites from time to time, as well as those of her son's two late dogs, a beagle and a collie, who are also buried in the cemetery. She says, "It is stated in my will that

when I die, any remaining animals that I have will be put down and buried in the animal graveyard at the same time."

The late poodle Pierre Trudeau is also among the many deceased pets in the Ainslie Animal Farm Cemetery. His master, Lois Johnson, a senior citizen living in a Halifax apartment, says, "Pierre was like the baby I never had, and I wanted him buried properly with a real tombstone."

She says, "The cemetery is like the happy hunting ground for all dogs and cats because you can hear the birds singing among the apple trees, and on one side of the cemetery you can see

the horses and their young colts, and on the other side are the barns. It makes me feel so much better to know where Pierre is laid."

"When I die," she says, "I want to be cremated and have someone take my ashes to the animal cemetery and shake them over Pierre's gravesite."

In 1982 Paul Muller buried both Lilly (15 years old) and Tux (5 years old), two whippet dogs, at the Ainslie Cemetery. He has since reserved four other plots for his remaining three whippets and German shepherd.

According to Harvey, "There are many sad days and tears shed around here."

C

THE SEARCH FOR THE IDEAL CAR IS OVER.

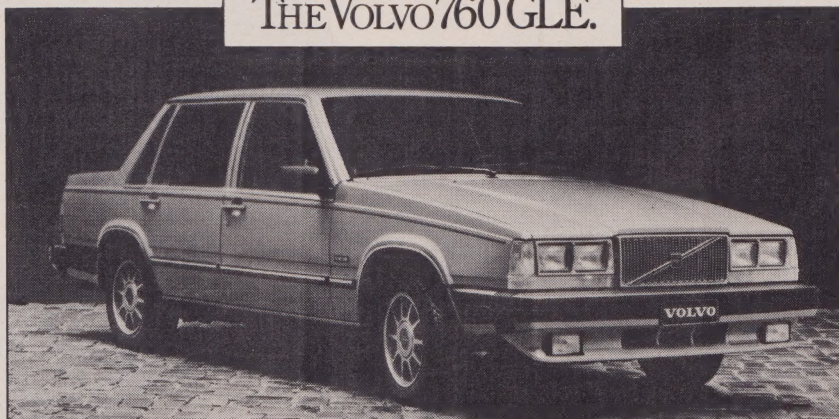
Recently, one of the largest automobile clubs in North America ended its annual search for the optimum family sedan.*

The Volvo 760 Turbo Diesel not only rated well in handling, ride quality and comfort. But it proved it can outaccelerate the Mercedes 300 SD, has a smaller turning radius than

the Audi 5000, has more luggage capacity than the BMW 733i, and is more fuel efficient than a Volkswagen Rabbit GTI.†

So if you're one of those people who's been searching for the optimum car, search no further. Now you can get the car you've been looking for. And save yourself a lot of work.

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*Comparison of 1983 cars. †7.2 L/100 km (Comparative) Volvo 760 GLE; 7.9 L/100 km (Comparative) VW Rabbit GTI. Based on Transport Canada fuel economy figures for the Volvo 760 GLE Turbo Diesel sedan manual transmission and overdrive and the Volkswagen Rabbit GTI with a 1.8-litre gasoline engine and 5-speed manual transmission. Consult the Transport Canada Fuel Consumption Guide for further details. © 1984 Volvo Canada Ltd.



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"Uh honey... Are you sure this neighbourhood is safe??"

If there's anything Halifax's Halloween pub crawlers love more than a good party, it's a great party. And that's why Dale Thompson advises any late night shoppers who are faint at heart to get their buying done immediately. For on the last weekend of this month, Brunswick, Barrington and Argyle Streets will likely be packed solid with Count Draculas, Frankensteins, wicked witches, ghouls and zombies.

"We expect the downtown area to fill up with more than 20,000 'trick or treaters' this year," says Thompson, organizer of Halifax's second annual Halloween Mardis Gras. "The event will be huge. It may last the whole weekend."

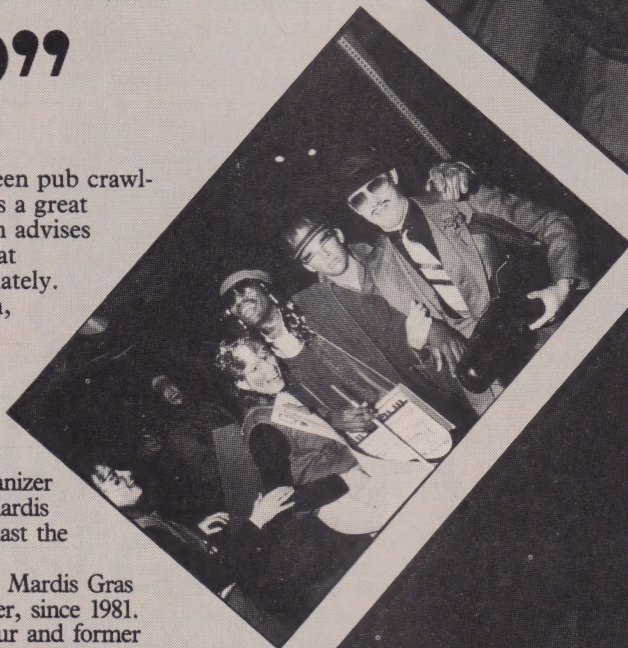
While not exactly a tradition yet, the Mardis Gras has been going on, in one way or another, since 1981. Thompson, a self-proclaimed entrepreneur and former executive director of the Atlantic Ballet Company and Halifax Dance Association, came up with the notion of a Halifax Halloween Mardis Gras during a trip to New Orleans at the height of that city's much more famous event. "I felt if New Orleans could do it, then so could Halifax," he says. This is only the second year the Halifax event has actually been organized.

The climax of the Mardis Gras is the costume competition, to be held this year in the Metro Centre. Contestants will pay a \$5-10 entry fee. Thompson says the contest is open to everyone, though awards usually go to contestants whose costumes show hard work and originality. Last year's winner won a trip to Quebec City's Winter Carnival for carrying around an almost perfect facsimile of his own head for most of the evening. This year Thompson says the grand prize may be a trip to New Orleans.

"We're actually getting a lot of co-operation this year from the city," Thompson says. "Because we're expecting a huge crowd, we're asking if we can close Argyle Street."

Thompson says he's getting calls about the Mardis Gras from places as far away as Winnipeg. The interest, he believes, has to do with the good reputation the event has developed in past years. "We've had no security problems. There were no reports of vandalism last year — no violence." And though he expects Mardis Gras to attract even more people than it did last year, he doesn't anticipate serious problems this year.

For more information, call 422-6966. **C**





Photos by
Chris Reardon
and John Davis

CITYSTYLE

Creating a new downeast cottage industry

PHOTOS BY ALBERT LEE



Dartmouth's Mihoko Lee is the first Canadian ever to be granted a licence to raise silkworms for the manufacture of silk. The experience, though exhausting, has let her realize her Japanese heritage

By Jill Cooper Robinson
The sight of 10,000 freely roaming silk caterpillars happily munching away on a canopy of mulberry leaves may not be by itself a shocking one. Unless, of course, these caterpillars happen to occupy the trunk of Mihoko Lee's tiny car. Anyone who has ever observed caterpillars of the Gypsy Moth devour a favourite tree knows the essence of these creatures' short, active lives is eating. And if they can't eat all the time, which is what they prefer to do, they must eat at least once an hour. That is why Lee dares not leave her caterpillars unattended, and why whenever she feels the need to escape her home in one of Dartmouth's quiet suburbs, she simply packs her

bugs in boxes and takes them with her. In fact, Mihoko Lee's caterpillars spend quite a bit of time in her car trunk. Because her caterpillars are ravenous, she must search endlessly for new sources of food. Her summers are spent hard on the heels of rumours of "an old tree up near Scotsburn...at least they said it was a mulberry!" Until her own orchard of about 200 trees, just outside of Halifax, matures enough to provide her worms with a ready and constant supply of food, she must depend on the kindness of strangers who might own or know of mulberry trees within driving distance of her home. But this is a price Mihoko Lee is willing to pay to be a pioneer in Canada's

newest agriculture — the cultivation and manufacture of silk, or more precisely, sericulture.

There are few things that disappear as quickly as a mulberry leaf set gently atop a handful of hungry silkworms — maybe an ice cube on a hot skillet. In one second pinprick black holes appear in the leaf, in two seconds the holes are big enough for caterpillars to crawl through, in three seconds the edges of the leaf are hopelessly ragged, in four seconds the holes and the edges begin to meet. In five seconds nothing is left but the main vein of the leaf.

While Japan has now developed an easily preserved manufactured food composed of mulberry leaves mixed

with other vegetation, and while it is possible for silkworms to live awhile on the leaves of other trees, the quality of silk produced by domesticated worms fed solely on mulberry leaves is so high it makes all the trouble of finding mulberry trees worthwhile, says Lee (see sidebar). It takes her several grocery carry-out bags of leaves per day to feed her hungry brood.

How did she get herself into such a labor-intensive occupation, you ask? In the most serendipitous way. Cleaning her son's room three autumns ago she unearthed several large, cream-colored, very "feathery" moths. She guessed their identity but had entomologist Barry Wright of the N.S. Museum confirm it. They were hatched silkworm moths from the science project done by one of her sons. Long forgotten, cool, battered

by the collected paraphernalia of a child's bedroom, who would have expected them to survive? More to the point, how many mothers would have responded as Lee did? She is a woman of sentiment, courage and imagination. Recently divorced from the husband with whom she had immigrated to Canada from Japan, homesick for roots and native land, she recalls thinking, "these moths are part of my family. I must rescue them. I must take care of them."

In her two-and-a-half years of hobby farming, Lee has discovered what silkworm farmers over millenia have known — namely, that silkworms are delicate creatures, dying off at the slightest change in air freshness. She couldn't use a household or personal aerosol near her worm "nursery." Silkworms like to have a background of soft human noise. Bangs and crashes put them off their food. On the other hand, they do not like to be left to eat alone for long. Silkworms have four sleep periods, each lasting two days. They emerge from their sleeps larger and lighter in color. At hatch they are pure black, eyelash-sized. By the time they are fat with protein and ready to spin their cocoons, they are ivory colored and about the size of your little finger. The whole process takes approximately 45 days, again depending upon temperature and other conditions.

But after her first two or three seasons, Lee discovered much of her stock was dying. Those worms that survived were spinning poor cocoons and laying fewer eggs. Her brood suffered all the predictable effects of inbreeding. Enter Agriculture Canada, and Mihoko Lee became the first person in Canada to receive a licence to import silkworm eggs for commercial farming purposes. Getting the licence wasn't easy. Agriculture Canada had to thoroughly check the circumstances behind Lee's venture. So while government computers stumbled over the definition of the word "egg," Lee anxiously fussed over the increasing mortality of her "family." Finally, she discovered the

Myriad uses for a luxurious fabric

It takes the thread of 50 cocoons to yield enough silk for a single handkerchief. Obviously, no matter how prolific the female moth, worldwide silk production is not huge by the standards used to measure, say, cotton or polyester. This keeps the price of raw silk high: 20 times more for silk than an equal quantity of cotton.

Sericulture is not unique to Japan. Several countries cultivate silkworms. British silk was used for the wedding dress of the Princess of Wales. Not all silkworms, however, are the same nor do they spin silk of equal value. All are butterflies or moths, order Lepidoptera. But only *Bombyx mori*, the domesticated commercial silkworm, prefers the mulberry leaf and in return gives up a fibre which is longer, stronger, easier to spin and weave, has a desirable natural sheen and

takes color better than all the other types of silk.

Except for the fact that domesticated silkworms are so food-fussy, sericulture is a sound business to get into. Silk's new-found uses continue to keep pace with market needs. Silk is an insulative fibre, keeping you warm in the winter and cool in the summer. It "wicks" (draws moisture from your body), making it a fabric of preference for those sportsmen and workers who labor in cold or uncomfortable climates. It is strong and durable and is used in sports equipment, dentistry, surgical prostheses, and even in micro-surgery. The oil from steamed pupae is used in cosmetics in many cultures. Little need be said about the place of silk in the luxury goods market, except that from ancient times through the present, silk, like gold and diamonds, is a standard.

number of worms she needed to ensure healthy generations and high quality silk was so great she could never support them on donated leaves. So she bought a piece of land outside Halifax and brought in an entire orchard of mulberry trees. Japanese farmers get four generations of silkworms, or, more precisely, the worms' silk-yielding cocoons, in every mulberry

year. But in our slightly shorter season Lee can get only three 45-day caterpillar generations.

As the trunk of Lee's car is apt to be filled with caterpillars all summer, her kitchen freezer is filled with silkworm eggs all winter. She has discovered the eggs freeze well — up to eight months at a time. These are the eggs of the few breeding moths al-

lowed to complete the cycle from cocoons to moths. The end of the line for most pupae comes at the moment they have finished their one-day, mile-long silk spinning process. They are steamed or boiled in wellwater over wood ash. This kills the pupae before they have time to mature. Steaming or boiling also releases the end of the silk thread, which is simply unwound.

Freezing the eggs over the winter months gives her a break. But this won't always be so, for once the business is established this will be the time for spinning, dyeing and weaving. Lee's purpose in sericulture, beyond the expressed one of honoring a tradition of her native land for herself and her three children, is to introduce and interest the Canadian public in this type of agriculture, and modestly, "to be of some use" to the handcraft profession in the Atlantic Provinces, which she says has earned international acclaim for skill and originality.

It is a huge gamble and represents an extraordinary donation of hard work. It is work far worse than human babysitting; so only the most patient need apply. But the Japanese are a patient, resourceful and determined people. Mihoko Lee seems a likely candidate for success. **C**



Lee with silk moths, worms and cocoons: an ancient tradition

Selling that good ol' time religion

Beula Guymer's Christian Nook bookstore in Dartmouth has everything for the fashionable born-again Christian: heavy metal gospel albums, biblical quiz games, evangelical aerobic manuals, even inspirational key chains

By Ken Burke

If anyone ever asks where that old time religion has gone to, direct them to a small, unassuming store at 200 Portland Street in Dartmouth, and they won't be far off the mark. There, Beula Guymer — "Ma" or "Grammy" to Christian Nook regulars — can introduce you to more inspirational books, cassettes, videos, comics, albums, plaques, key chains, stationery and other assorted evangelical bric-a-brac than you ever



Beula Guymer and family market religion to save your soul

thought possible. It is a place where modern merchandised society, the family-run corner store, and born-again Christian fundamentalism all collide, sometimes in unexpected ways.

Run by Beula with her son Tom and grandson Gary, The Christian Nook began in 1972 out of her need for Sunday school supplies. "It was very hard for me to get over to Halifax to get the material I wanted," she recalls. "So I asked the Lord if I

might open a Christian bookstore."

"It was work that started just for the Lord and He helped me get it started. He's the one that helped supply all our needs."

When Beula Guymer talks as if the Lord is her silent partner in business, that's because as far as she's concerned, He is. She calls the customers of her little shop "my people" and interjects "Bless you" and "Bless your heart" freely when talking to others. The hunched-over limping walk she gained from being struck by a car in 1981 has only just begun to slow her down at 69 "years young." "I'm a little bit decrepit outside, but I'm young at heart," she grins.

What first was only a one table operation in a Pleasant Street flat has become a thriving business with far more than just Sunday School supplies and simple bibles for sale. "We've diversified," says Tom, who retired from the navy two years ago to work full-time in the store. "This is the Christian Nook. It's not just a bookstore. What we're trying to do is run a Christian general store."

General is the only word that could begin to describe the stock stuffed, crammed, and otherwise wedged into the Guymers' little store.

There are penlight "Bible Highlighters," "Jesus is my Answer" keychains, and children's puzzles with messages of "Read Your Bible" embedded within. The quickly expanding music section features everything from traditional hymns to heavy metal rock albums (see sidebar) advertised under the nickname "Permanent Wave," and not one but eight different aerobic exercise albums. With names like "Believerage," "Exercise for Life," and "Aerobic Celebration II," these long-playing items utilize



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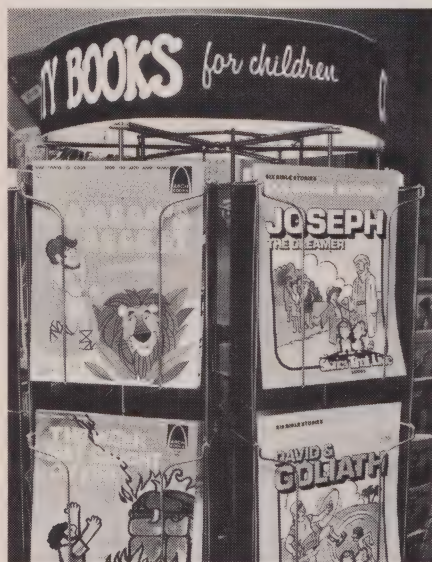


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pop Christian songs in creating exercise programs to help firm up the soul as well as tighten the buttocks.

The store stocks Bible quiz games ("The latest craze," says Tom) remarkably similar in concept to modern trivia games. In one, "Biblical Quest," players answer questions based on the Bible such as, "Did Jesus have to pay taxes?" (the answer is yes). The object of the game? To get to HEAVEN, located in the centre of the vinyl playing surface.

There is even an evangelical video game, selling for a mere \$39.95 and compatible with Atari 2600 units. In "The Music Machine," the package describes the game as follows: "Symbols representing character-building qualities (the Fruit of the Spirit) are raining down from above. Stevie and Nancy need your help to collect the symbols and avoid the mischievous pudgeons... and with each gift of love you collect, the symbols rain heavier... and faster."



The Christian Nook's spiritual heart is books

The centre of The Christian Nook's focus is books, however.

The store has a plentiful supply of bibles, in several translations, as well as spoken voice cassette tapes. The more serious devotee of the bible could choose from numerous heavy volumes such as *Abingdon Strong's Exhaustive Concordance of the Bible*, the *New Bible Dictionary*, or *Unger's Commentary on the Old Testament*.

Still, there is more than enough room in the store's overcrowded shelves for lighter reading. For the need to laugh at this mortal life, Kel Groseclose, a Christian Stephen Leacock, may have something up your alley in *Three-speed Dad in a Ten-speed World*. Perhaps you gain inspiration by creating culinary delights. Then *Aglow in the Kitchen*, a book of "recipes and inspiration to enrich your family's life," may be for you. If that

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fails, texts can show how to be *The Total Working Woman*, and *How to Be Attractive to Men*. The latter offers the helpful advice that, "A man cannot derive any joy or satisfaction from protecting a woman who can obviously do very well without him."

Sometimes real men aren't enough, and even in Christian life a yearning for fantasy takes over. But Serenade Books — "Guaranteed 100% Romance" on the cover — provide a wholesome, Christian alternative to Harlequin Romances. In the world of Serenade Books, there exist such emotional peaks as, "HE IS A CHRISTIAN! Katie exulted. AND NOT JUST A SUNDAY CHRISTIAN, HE

BELIEVES IN PRAYER!"

Despite the wide range of material in the store, the one thing Beula Guymer looks for in ordering new products is a solid base in the scriptures. "Good bible teaching is what I'm interested in having for the people," she says. Much of the store's stock also comes from the requests of regular customers.

Many of these regular customers come back as much for the atmosphere as the store's stock. "They're very friendly people," says Joann Richardson. "Just about every Christian I know comes in here," says Peter Feves. "It's a really friendly Christian atmosphere you'll find in the

store." Feves said the store has had a very important place in his life for the seven or eight years he has been a customer. "I try to follow the Lord's lead — I'm buying tracts to hand out right now."

Among the tracts and comic books available at the Christian Nook, however, are a series by Chick Publications which tell of widespread druid virgin sacrifices, satanic druid beats in rock music, and conspiracies by the



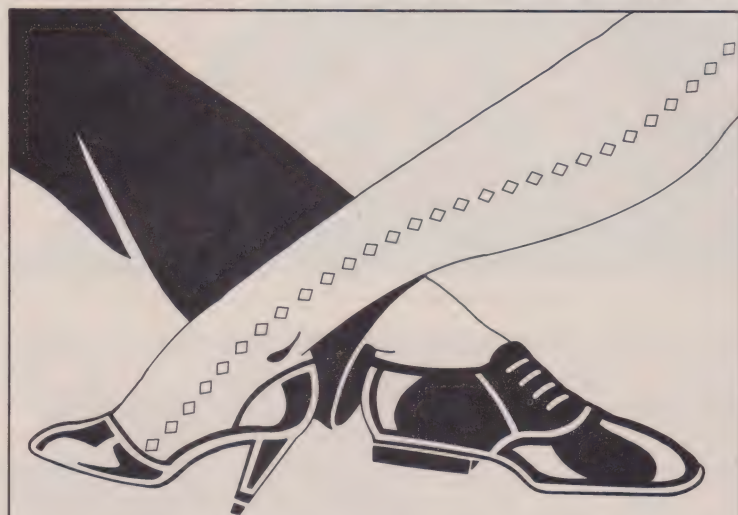
For the fashionable born-again Christian?

People's Republic of China to enslave the world. One tract on homosexuality, entitled *The Gay Blade*, states: "Out of Satan's shadowy world of homosexuality, in a display of defiance against society, they come forth... It's like a demonic power that controls them — only Christ can overcome it, if they'll accept him as their personal savior."

"There's no way you can read everything," says Tom Guymer. "You scan info sheets and read the flyleaves in books, but you can't keep up. I'm not a big reader, myself."

Oh, well, as the lyrics in a rock song by the Christian group "Servant" go, "Everything is so available, you don't have to be bored no more." **C**

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Rockin' your way to salvation

The screeching of feedback from electric guitars splicing the air, and the plodding bass and drum beat which pounds out the shape of a hard rock song are all familiar. But as the vocalist starts to wail, something sounds different — radically different — about the music on this record. When the band reaches the anthem-like chorus, it's clear what's going on. "When will you begin to see the love of God?" shrieks the lead singer-cum-evangelist in leather and jeans.

Welcome to the incredible — not to mention contradictory — world of Christian rock music.

Traditionally associated with genteel white-clad singers like Pat Boone, or with church choirs and quartets, gospel music has been diversifying, much like the entire "Christian Industry." That means using any and all means possible to spread The Word in the lean, mean '80s. As Keith Wells, the born-again host of a Sunday morning hard rock Christian show on Q104 FM says, "There's got to be another way other than *Amazing Grace* to reach young people."

For years, Christian evangelists had known there was a genuine generation gap in the way of youth converting to their message. They demanded that the kids change. The kids didn't. It doesn't take a born-again marketing genius to see why young people weren't excited about the music their religious friends or parents preferred. Without even considering the content of the lyrics, the music was square. B-O-R-I-N-G. So, something had to give.

As a result, Christian rock groups, with names like Stronghold, Bond Servant, Petra, and the REZ band (Resurrection Band) are now wowing youth with the unlikely combination of guitars and bibles. Their records are by far the hottest selling item in Christian bookstores in Halifax and regularly achieve "gold" record sales status in the United States. "It's the modern gospel music that people are looking for," says Molly Austen, manager of the Canadian Bible Society's Halifax bookstore.

Joey Taylor is the keyboardist for the group Undercover, best known for an album called "God Rules" and a new wave rave-up of the hymn *Holy, Holy, Holy*. As Taylor said in *Word* magazine, "Punk and New Wave were just getting started at the time (of our conversion) and we saw right away that this was the tool that God had given us. We got a clear calling to minister to people in that subculture. The Lord just said, 'Go get 'em.'"

The resulting marriage of bible-thumping and laser light shows is all the more surprising for its use of a form of

music evangelists have been condemning for years as being "of the devil." Mass rock record burnings are still periodically organized to counter the threat posed to youth by rock and roll. But just what that threat is differs from individual to individual. Most see the problem with rock music being that it promotes an immoral, un-Christian lifestyle through most of its lyrics. "The Christian rock is there to substitute for the evil rock — if young people like rock, they can have it with a Christian message," says Molly Austen.

A more extreme position holds that Satanism is inherent in rock music and that *all* rock songs are updated versions of druid music for invoking devils. One evangelical comic book states that, "One of the greatest victories of the occult world was to penetrate the 'Christian' music with their satanic beat...."

When asked about the "druid connection," Wells rolls his eyes, and makes a gesture of tired dismissal with his hand. "I don't think that's worth an answer at all," he says.

— Ken Burke



Wedgwood Jasper:



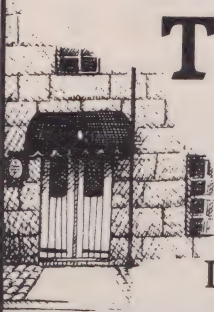
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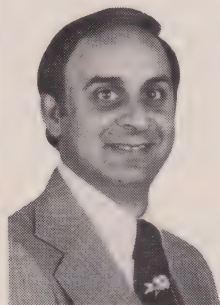
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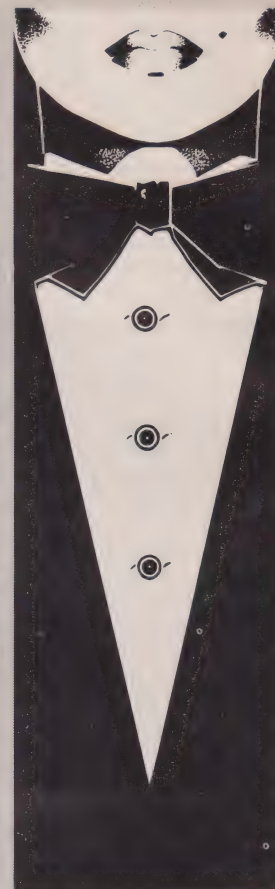
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Anna Leonowens Gallery. (N.S. College of Art & Design). Sept. 18-Oct. 12. Gallery I: *Faculty Collections Exhibition*. Organized by Riduan Tomkins. Oct. 16-Nov. 2. Gallery I: Gerald Ferguson, *Landscapes and Seascapes*. 1891 Granville St., 422-7381, Ext. 184. Hours: Tues.-Sat., 11 a.m.-5 p.m.; Thurs., 11 a.m.-9 p.m.; Closed Sun. & Mon.
Art Gallery of Nova Scotia. Sept. 14-Nov. 4. Main Gallery: *From the Heart: A selection of 297 artifacts organized by the National Museum of Man from the collection of the Museum's Canadian Centre for Folk Culture Studies.* Made possible by the generous assistance of the Allstate Foundation of Canada. This exhibit also found

CITYSTYLE

in Mezzanine and Second Floor Galleries. 6152 Coburg Rd., 424-7542. Hours: Mon., Tues., Wed., Fri., Sat., 10 a.m.-5:30 p.m.; Thurs., 10 a.m.-9 p.m.; Sun., 12 p.m.-5:30 p.m.

Dalhousie Art Gallery. Oct. 4-Nov. 11. *Gerald Ferguson: Works, 1978-1984*. An exhibition covering seven years of work by Halifax artist Gerald Ferguson. This exhibition, in a variety of media including paintings, drawings, sculpture and documentation, centres on Ferguson's interest in the temporal character of the art object. These gallery works provide complex readings of the relationship between art and physical reality, the value of the art object, and "maintenance" as a metaphor for accommodation to changing realities. Accompanying the exhibition will be an information folder with an essay on Ferguson's work by Toronto critic Peggy Gale. The public is cordially invited to attend the opening on Thursday, Oct. 4, at 8 p.m. The artist will be present. Dalhousie University Campus, 6101 University Ave. Hours: Tues.-Fri., 11 a.m.-5 p.m.; Sat. & Sun., 1-5 p.m.

Dartmouth Heritage Museum. Oct. 9-21: Mary Moore, mixed media. Oct. 22-Nov. 4: Marlene Garnett, mixed media. 100 Wyse Rd. For information call 421-2300.



Manuge Galleries. Sept. 2-Oct. 13. Exhibition and sale. The work of *Robert Harris, 1849-1919 R.C.A.*; important portraits, landscapes painted in the Maritimes, Ontario, Quebec,

British Columbia, United States and Europe. Harris is best known for his painting, *The Fathers of Confederation*, and for numerous portraits of important people of his day. 1674 Hollis St., 423-6315. Hours: Closed Mon.; Tues.-Fri., 9:30 a.m.-5:30 p.m.; Sat., 10 a.m.-4:30 p.m.

Mount Saint Vincent Art Gallery. Oct. 19-Nov. 11. Downstairs: *Paintings* by Kristen Scholfield-Sweet and David Haigh of Halifax. Upstairs: *Inner Visions: Photographs of the Turn of the Century Work Places*, courtesy of the Public Archives of Canada. Bedford Highway, 443-4450. Hours: Mon.-Fri., 9 a.m.-5 p.m.; Sat. & Sun., 1-5 p.m.; Tues., 9 a.m.-9 p.m.

CLUB DATES

Peddler's Pub: Lower level, Delta Barrington Hotel. Oct. 1-6: *The Aviators*; Oct. 8-13: *Track*; Oct. 15-20: *Intro*; Oct. 29-Nov. 3: *The Customers*. Hours: Mon.-Wed., 11 a.m.-11 p.m.; Thurs.-Sat., 11 a.m.-Midnight.

The Village Gate: 534 Windmill Rd., Dartmouth. Oct. 1-6: *Rocks*; Oct. 8-13: *Armageddon*; Oct. 15-20: *Surface*; Oct. 22-27: *The Customers*. Hours: Mon.-Wed., 10 a.m.-11 p.m.; Thurs.-Sat., 10 a.m.-12:30 a.m.

Little Nashville: 44 Alderney Dr., Dartmouth. All country. Oct. 1-7: *Eric McRoberts*; Oct. 8-14: *The Gold*

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Strikers; Oct. 15-21: *Bill Anderson & Whiskey Fever*; Oct. 22-28: *Morn'n Sun*. Hours: Every night, 9 p.m.-3 a.m.

THEATRE

Neptune Theatre. Halifax. Oct. 12-Nov. 11: *Cabaret*, featuring Victoria Snow and Maurice Gaudin. Hailed as one of the most popular musicals of the century. Set against the vibrant backdrop of decadent Berlin just before the beginning of World War II. Tickets available at Neptune Theatre Box Office. Call 423-7300.
Dalhousie Theatre Productions. Dalhousie Arts Centre. Oct. 17-21. Studio

One: *See How They Run*, a delightful English farce. Admission free.

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Rebecca Cohn Auditorium. Dalhousie Arts Centre. Oct. 4: *John Allan Cameron* in concert; Oct. 5: *Eritage*, Quebec group performing contemporary and traditional folk music; Oct. 10: *Symphony Nova Scotia*; Oct. 12: *Seldom Seen*, contemporary bluegrass; Oct. 16-17: *Atlantic Ballet Company*; Oct. 19: *Ramsey Lewis Trio*, jazz, gospel, R & B, Latin and pop from the United States; Oct. 26: *Chris Whiteley and Cailin Hanford* performing country, western and rockabilly; Oct. 27:

Orchestre Nationale de Lille of France. Tickets available by phoning 424-2298.



MOVIES

National Film Board Theatre. 1671 Argyle St. Oct. 4-7: *Raging Bull* with Robert DeNiro and Cathy Moriarty. Directed by Martin Scorsese, U.S.A., 1980; Oct. 11-14: *The Wanderers* with Ken Wahl and Karen Allan. Directed by Philip Kaufman, U.S.A., 1979; Oct. 19-21: *Accident* with Dirk Bogarde and Stanley Baker. Directed by Joseph Losey, Great Britain, 1967; Oct. 25-28: *Kagemusha* with Tatsuya Nakadai. Directed by Akira Kurosawa, Japan, 1980. For further information call 422-3700.

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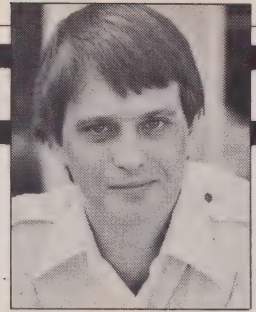
CITYSTYLE

Dartmouth rower
Bob Mills: portrait of
an Olympian

Where to eat out in
Halifax if you're
hungry, single...
and a woman

A gentleman
called Moses

CITYSTYLE



Higher education is not a privilege

By Peter Rans

Many parents and educators are wondering if Nova Scotia's young people will be able to afford the high cost of a university education in the coming years. The Nova Scotia Royal Commission on Post-Secondary Education, which is analysing the problem, received its last brief in April. And within eight months, it will make recommendations on the future of higher education in this province.

I don't envy the Commission its task. Appointed by the provincial government over a year ago, the Commission is confronted with university administrators, faculty, staff and students who believe that government has inadequately funded higher education while at the same time avowed such education should be high quality and accessible to everyone. On the other hand, government has repeatedly stated it is satisfied with the way its money is spent by universities.

It's still too early even to guess at the conclusions the Commission will reach. But from the briefs it has received, it faces some serious issues. The most explosive issue is the matter of student quotas at provincial universities. If limited enrolment is indeed the wave of the future, the Commission must come up with a mechanism that does not deny academically qualified students admission because they or their parents are too poor to foot the bill of a university education. The Student Unions of Nova Scotia and other interest groups are convinced government, with its insufficient student aid and job creation programs, is seriously undermining the ability of students from low and middle income backgrounds to attend school.

One pressing issue is whether government should continue to listen to the Maritime Provinces Higher Education Commission (MPHEC). This body makes recommendations to the provincial governments of N.S., N.B. and P.E.I. on the level of funding colleges and universities should receive. Over the last four years, the Nova Scotia government has consistently given less to universities than the MPHEC has recommended. This, in view of recent statements made by N.S. Education Minister Terry Donahoe, leads one to believe the province is seriously considering withdrawing from the MPHEC.

Another point is whether Nova Scotia's institutions should be more concerned with job-specific and professional training degrees. A variation of this discussion is the proposition that the province should establish a new level of post-secondary schools similar to Quebec's community colleges. In either case, such a change in educational emphasis would require far more money than the province is currently providing for higher education. And many university educators also believe this could lead to an erosion of academic freedom since monies received might easily go towards government approved courses.

“Professional training degrees may require far more money than the province is willing to provide”

One of government's long-standing claims is that there are too many degree-granting institutions in Nova Scotia. Government has often suggested, for example, that Halifax should host only one university. Some observers, however, point out with irony government's decision to elevate the University College of Cape Breton and Truro's Agricultural College to degree-granting status.

All these issues have enormous political and social importance. The provincial government is apparently worried that it doesn't understand and can't control its post-secondary institutions. And though

these institutions are more than willing to explain what they do and how they work, they are nonetheless alarmed by the prospect of bureaucrats making academic decisions and formulating university policies.

The Royal Commission is faced with myriad challenges. Many of the briefs it has received present different points of view or stress different problems. The Commission must somehow resist an information and opinion overload. It must balance and sort out the various educational claims of the universities and the government's conviction that too much money has already gone into a system that defies understanding. And most importantly, the Commission must be seen to have reached its conclusions without succumbing to the pressures of any particular interest group — government included.

And there's another, more frightening prospect.

Despite its weaknesses, the MPHEC is the only body separate from the provincial government capable of understanding the problems of the province's universities and the region's educational needs. Will the Royal Commission suffer the MPHEC's fate of trying to communicate to a government that will be hostile to its conclusions?

Probably the most hopeful sign in higher education in recent years is the growing level of co-operation, in the face of government confusion, between Halifax universities. Anything the Commission can do to further this trend will be enormously beneficial to educators and administrators in this province.

The unhappy truth is that governments are notoriously poor prophets of what jobs will be available in the country five or ten years down the road. We can only hope that whatever the Commission decides, it will make clear that, of all of Nova Scotia's natural resources, human resources are paramount — that a well-educated population will be better equipped to deal with technological change when it comes. And the message to government should be: Money spent on higher education is money invested in everyone's future.

Peter Rans is the former president of the Dalhousie University Student Union. He has recently earned a PhD in English literature.

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Publisher's Letter

A sense of responsibility

Deborah Jones's sometimes harrowing story on the mounting problem of impaired drivers raises issues that must be faced, straightforwardly, by each and every one of us.

What is patently obvious is that drivers who are impaired by either drugs or alcohol must be kept off our roads. There is no room for doubt. No arguments obtain.

What is not so obvious is how this can be accomplished.

The readers of this magazine are, for the most part, intelligent, mature and responsible.

And, for the most part, they use beverage alcohol.

There may even be some who use illicit drugs.

But whatever an individual's practices or preferences may be, it's time we asked ourselves this question: Have I ever driven an automobile in a condition that would not survive scrutiny in the sober light of the following morning?

If the answer is affirmative, then, no matter how innocuous or marginal the transgression might be judged in the process of self-examination, we are fooling ourselves. We have missed the point. We are skirting the issue. We are ignoring the horror we are helping to create.

That horror is well outlined in our Cover Story. We recommend that it be kept and reread from time to time.

Give it to your teenagers to read.

Stronger testimony would be available through a conversation with the parents of an innocent child killed or maimed by a drunken driver; a meeting with someone crippled in an accident caused by an impaired driver (perhaps even "self-inflicted"); or a frank talk with someone whose life has been ruined as a result of having decided that he or she was "all right to drive."

Human nature being what it is, even dedicated pursuit of such testimony might not accomplish the objective. After all, we are, for the most part, intelligent, mature and responsible. . . we never intend to drive when we should not.

What, then, should we do about the problem?

Do we support the enactment of legislation to prohibit the sale and consumption of beer, wine and spirits, when similar legal restraints on illicit drugs have proven useless?

Do we raise the legal minimum drinking age when, alarmingly, there is no

minimum for the ingestion of illegal drugs?

Do we further restrict, by age, the issuance of driving permits, on the reasonable assumption that at age 16 a person is gifted with incredibly fast reflexes but frequently, with less well-developed judgement?

The fact of the matter is that we cannot address a serious social problem just with legislation.

Strengthening laws and stiffening the penalties are popular expedients, but apprehending the offender must not be the sole or even paramount objective. We must strive to *prevent* the offence.

To do that will require a radical shift in public and private attitudes. Over-indulgence must not be ignored, particularly among young people, where excessive use of beverage alcohol, in particular, is dismissed as "part of growing up." For some of them, a lifestyle of immoderation could be established.

Recent action involving the payment of bonuses to high schools that pledged to observe "drug and alcohol-free graduation parties" is not the answer. Shall we all lay claim to similar compensation for obeying the laws of the land?

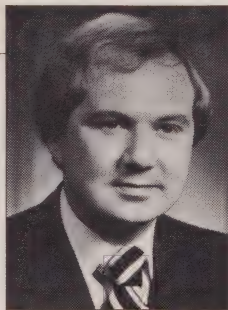
The manufacturers and purveyors of beer, wine and spirits are fully aware of the dangers that can accompany the misuse of their products. For decades they have combined responsible product advertising with marketing campaigns and public service activities solely designed to promote moderation. In many respects that industry has dedicated more and better resources than society, in general, and governments, in particular, to achieving a shift in individual attitudes.

So it's up to us.

Each one of us is accountable for our actions. Each of us must accept personal liability for our own attitudes towards the misuse of beverage alcohol and drugs.

We must also become responsible for the actions of others.

We must halt the carnage.



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FEEDBACK

Bilingual blues

Although we will miss Harry Bruce and Ray Guy, we will not be renewing our subscription to *Atlantic Insight*. The insertion of that bilingual pap in the June issue is only the thin edge of the wedge. We may have to pay for it in our taxes, but we don't have to pay for it in your magazine. If we wanted to read a French magazine we would buy one.

*Eleanor G. Cope
Armdale, N.S.*

Myopic limitations

Ralph Surette should have taken some time to look beyond the seas before reaching his conclusions about the liabilities of railways. The free world can thank the railways for delivery of the goods needed in the Second World War, and the Marshall Plan was effective because of the railway's ability to move en masse. There is also the question of a hungry world which could be alleviated greatly by this form of transportation. This is not being nostalgic, but pragmatic.

*Donald MacLeod
Moncton, N.B.*

The Weed that kills

I have enjoyed your magazine very much since receiving a subscription as a Christmas gift. However, the cover of the June issue infuriated me. I was born in 1902, as was my late husband. I am in perfect health, but my husband died 11 years ago at age 70, killed by cigarettes. The last five years of his life were sheer misery with emphysema and, much as I loved him, I was relieved to see him die and be free from that misery. Surely you can find more suitable covers for your magazine in future. You would not choose a cover with a person being murdered in any other way, would you?

*Elizabeth A. Gorbell
Moncton, N.B.*

Tall Ships supplement a success

What a wonderful magazine! I have been looking for quite a while to buy a book or a program souvenir that gives emphasis on that great event, Tall Ships '84, and also describes the ships without too much advertising. You have put together a marvellous masterpiece. Unfortunately, I cannot find it anywhere in Montreal. I hope you will mail me a copy as soon as possible. I want to send it to my European friends to show them the Canadian involvement in that wonderful event. Thank you in advance for your co-operation in sending your beautiful magazine to me. Your brochure certainly reflects the beauty of your province.

*L.M. Boivin
Marketing Product Manager
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continued on page 36

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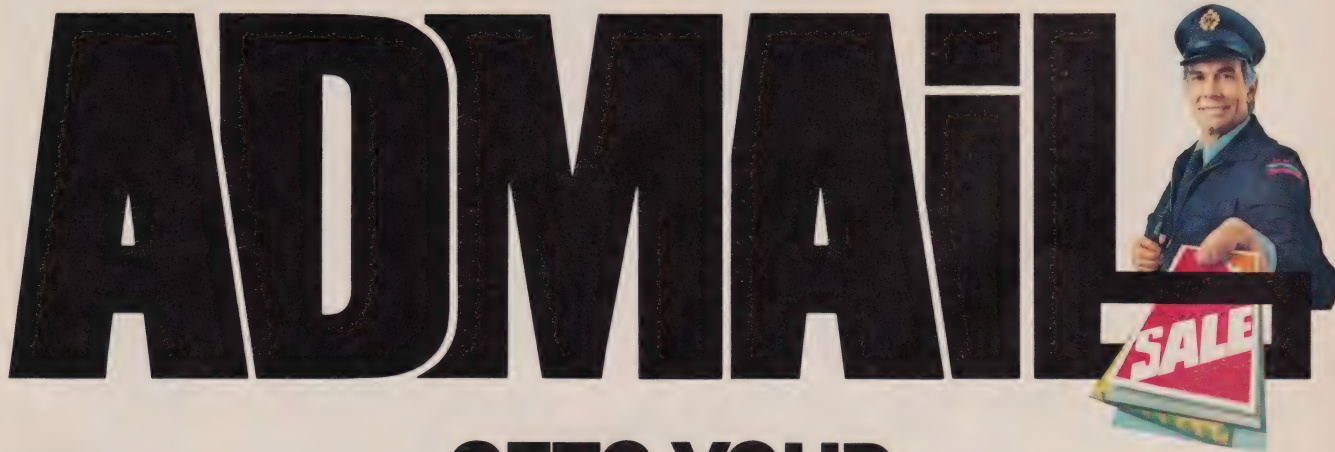
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Museum in battle over missing miners' sculpture

Tom Taylor's sculpture disappeared after a fire at the Miners' Museum in Glace Bay. He thinks it was officially "vandalized"

Seventeen years ago, Tom Taylor created a monumental and widely admired sculptural work for the new Miners' Museum in Glace Bay. Made of the strongest steel, it was a celebration in art form of the life, death and work of the coal miner. To pay for it, money was raised from miners all over the continent by the United Mine Workers of America, but the board of the museum paid Taylor only a fraction of his \$8,000 agreed fee. He did not fight them.

After a fire which destroyed much of the museum in 1980, the sculpture disappeared. The board has received insurance compensation for it. Taylor believes his work could not have been destroyed in the fire and is angry at what he now believes was vandalism by the board. This time round Taylor is fighting.

And he has as his allies Nina Cohen, the woman whose energy and determination made the museum possible, and Jake Campbell, the fiery president of the United Mine Workers of America's District 26 which covers Nova Scotia and New Brunswick.

Nina Cohen grew up in Glace Bay in a non-mining family. Nevertheless, their sympathies were with the miners and their harsh, dangerous life. Her mother, Rose Fried, organised relief during the terrible strike of 1925, when Mrs. Cohen remembers the hungry children and "the planned cruelty that was inflicted on the people." I was at an impressionable age and I could never forget." She thought this suffering, and the life of the miner generally, deserved commemoration.

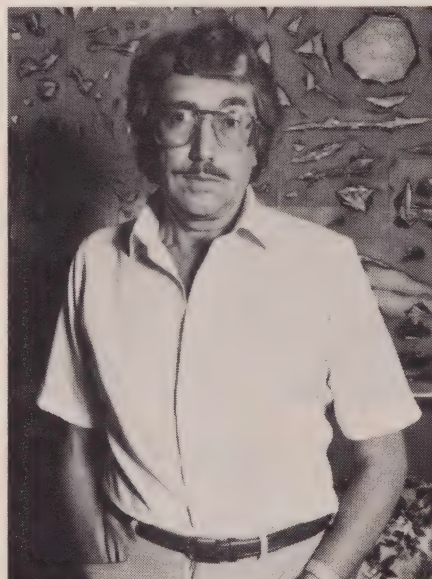
With the approach of Canada's bicentennial year in 1967, Mrs. Cohen pushed for a miners' museum. The Glace Bay Board of Trade had promoted the idea for years, but she was the one who nudged and persuaded government, businesses and individuals to come up with the cash. And it was also Mrs. Cohen who pushed the idea of incorporating a sculpture in the building's symbolic shaft. With the approval of the Glace Bay local of the union, she went to the Washington headquarters and enthused them with the plan. It was, Taylor says, "the first time an international North American union commissioned a work of art to commemorate a particular group of workers."

Taylor's design was chosen over other impressive applicants. He also had a particular commitment to the project

— he came from a mining family in England and had worked with miners in Springhill, setting up cottage industries after the two disasters.

It was a large project. "There were three main interlocking figures of corten steel reaching to 22 feet and eight murals of figures in steel with rough stained glass in splits to represent the minerals in the seams and how you just see fragments of flickering light in a mine. It was," says Taylor, "to symbolize the dignity, tenacity and energy of the miner."

But even while he was working on the sculpture, the board was baulking at paying Taylor his fee. They only gave him



DON ROBINSON

What happened to Taylor's sculpture?

\$1,700, which barely covered his expenses — for materials, wages for a welder and helper, and his living expenses (at one point he was sleeping in a tent near the site.)

Nina Cohen — who was founding chairman of the museum — says she does not know why he was not paid. No one now says they know. But presumably it was known that he would not go hungry because he was employed as an art adviser to the provincial government. Taylor maintains that Mrs. Cohen tried to get the money for him. "I've always had trouble talking money myself. Anyway, for me the memorial was a labour of love."

The work was in place in time for the opening of the museum, but the sculptor was not invited. "I was one of the loose ends that didn't get tied up."

But he did have the satisfaction of what he believed would be an enduring art work for a cause he felt close to.

Then, on a night in August, 1980, fire broke out, its cause never to be officially determined. When Taylor heard the news he immediately contacted the board, offering to repair any damage to his work. "I knew it couldn't have been destroyed because of the material. In fact, I thought it might have enhanced it." His offer was not taken up.

According to Angus MacMullin, a school administrator who was chairman of the board at the time, the central figures were irreparably damaged "and the murals were in pieces, mangled and bent. The tower had acted like a chimney and the fire was at its most intense there. I beams and bricks had fallen on top of it."

In 1981 Tom Taylor received a telephone call from Roger Hill, the director of the museum, asking for a valuation of the sculpture for an insurance claim. Taylor assessed it at \$25,000 and pointed out that he had never been paid his fee. He also added an assessment of the value of the eight larger-than-life-sized drawings of miners on which the murals had been based.

They were his own property but on permanent loan to the Museum. Since then, he says, he has never heard a word from Hill nor the board. But he has learned that the board received compensation for the sculptures — \$9,000 according to Hill, who also describes them as "perhaps too abstract." And — his breaking point — Taylor learned that they had been scrapped and dumped. He is talking of legal proceedings.

Nina Cohen is also upset. "It was a wonderful sculpture and the miners loved it." Nor does she like the ambience of the new museum. "It is too spit and polish. It doesn't have the warmth and realism of the original." Aged 77 and honoured with the Order of Canada, she lives away from the area, but keeps in contact with Taylor and the United Mine Workers of America.

And Jake Campbell is now fired up. "I wasn't satisfied when I found the money wasn't paid to the sculptor and I'm not satisfied if they've destroyed sculptures that were paid for by the union." The union, he says, may take legal advice.

As for the whereabouts of whatever remains of the sculpture, MacMullin says, "To be honest, I don't know its final disposition."

Roger Hill says he does not know what happened. He thinks the insurance company would have disposed of it. Vernon Walsh, the Sydney insurance adjuster who handled the fire claim, has no recollection of any salvage being taken. "I have absolutely no idea what happened to it (the sculpture). The officials at the museum would know." Somebody must have the answer.

— Heather Laskey

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Small but mighty sawmills hold their own

The theory that "small is beautiful" is still going strong, at least in the sawmill industry. Mac's Mill is proof of it

"This isn't just a water-powered sawmill. This is the only mill in New Brunswick — perhaps in the Maritimes — that's been going since 1913. And without a nickel from government."

Mac Armstrong is as unique as his mill, which he runs with the same equipment and know-how that he got from his father and grandfather. He's his own man, just as they were. And he does his own thing.

His mill, in the southern corner of New Brunswick on the old coach road that a century ago was the main link between St. Stephen and Fredericton, doesn't look like much. The roof and cement pillars were replaced two years ago by a resourceful New Zealand friend who came up for a month and wanted something to do. Mac's father used to grind flour and make shingles (the machinery is still there under piles of lumber), but Mac only saws.

The mill's present production, 100,000 board ft. a year, can be turned out in one shift at a large modern mill. But Mac's Mill, as it is known throughout Charlotte County, has one big thing going for it besides its free power and a 2,000-acre woodlot that Mac owns. And that is versatility. You're repairing your Cape Islander and need some cedar planks exactly two inches thick. Mac will cut them.

Mac keeps strictly to a two-man team: himself and whomever he can find to keep up to his near workaholic routine. His is not the only small sawmill around. In fact there are nearly 400 of them scattered throughout the Maritimes, the great majority — at least 300 — in New Brunswick. But as Tony Rumbold, executive director of the Amherst, N.S. - based Maritime Lumber Bureau, points out, 75 per cent of the region's production comes from ten large mills — operations like Fraser Company's big modern plants at Plaster Rock and Saint-Quentin in northwestern New Brunswick, or the Irving mill at Pennfield, N.B., or the Scott Maritimes Ltd. in Nova Scotia. They have debarkers, planers — you name it — and are closely tied in with their parent companies' pulp and paper plants which buy their chips and sawdust.

Occupying an important middle ground are outfits like Russell and Swim's mill at Doaktown and Irving's mill at Chipman.

According to Rumbold's latest reports, all these mills are operating, but

that's about all they have in common. Some are making money; others aren't. The nub of the matter is size — both in terms of production runs and debts.

Small family-run mills like Armstrong's and Archibald's are mostly debt-free, while the biggest mills can fall back on their parent owners for their funding. Caught in the middle, in a double sense, are the medium-sized mills that often have large fixed debts and a fairly hefty payroll. If they shut down, as some do from time to time, their workers often



Mac Armstrong: As unique as his mill

drift away and it's sometimes hard to get them back. When these mills are the economic mainstay of their communities, there's a tendency to try to keep them operating even though they are losing money.

Tony Rumbold sums up the industry's current problems in one word — over-production. Then there's the complicated factor of fluctuating currencies. The Canadian dollar is too high for overseas buyers, especially the British and Europeans. That market, which used to take 25 per cent of Nova Scotia's production and half of New Brunswick's, has gone soft. Within their own domain, Maritime producers face stiff competition from B.C. and Central Canadian mills. A 76-cent Canadian dollar gives local producers a big edge in the American market, but they must compete with American mills, whose powerful lobby has become increasingly vocal over what is regarded as Canada's government-subsidized industry.

In the Atlantic region there's cut-throat

competition. New Brunswick's over-production spills over into Nova Scotia and competes with the Nova Scotia mills' traditional Newfoundland market. To some, it's not surprising that there's over-production. With their 20th century preoccupation with big-business and macro-economics, the politicians have directed tons of public funds in the form of modernization grants and forgivable loans to the big mills. The rationale has always been to maintain jobs and to create new ones.

The small mill owners bristle at this approach. Don Nixon of Rollingdam, near St. Stephen, for example, keeps his diesel-powered mill small, running it with the help of a neighbour, or, as was the case this summer, with two sons, one 18 and the other 13. "Get any bigger and you have the bureaucrats all over you," says Nixon. "All that red tape for UIC and Canada Pension. Nothing doing. I'll keep her small."

The Archibalds and Nixons and Armstrongs of our world may have not read E. F. Schumacher's *Small is Beautiful* when it was a best seller a decade ago. But consciously or not, they're practising his philosophy. And they're not only making a tidy living, but they enable others — like Harry Clarke of St. Andrews — to carry on his skilled trade as a boat repairman. He gets his cedar planks from Mac Armstrong.

Tony Rumbold is concerned with the catastrophic drop in lumber prices, and rightly so. In the U.S., for instance, which remains New Brunswick's most important export market, prices slid from \$254 (American) for 1,000 board feet in July, 1983, to \$128 this summer.

Heavy equipment salesmen wouldn't take kindly to Mac Armstrong's way of solving his equipment needs. He bought a broken-down log-moving machine called a "skidder" from his brother-in-law for \$10,000. A new skidder would have set him back at least \$80,000. The rest of his equipment, not counting his 71-year-old water-powered mill, includes an ancient but working bulldozer, two battered trucks and four chain-saws.

Obviously, this scale of operation counts only for a small percentage of the 5,000 mill workers directly employed by Maritime lumber mills. But the money generated by the small locally-owned sawmill stays in the community a lot longer than the profits of the large conglomerates controlling most of the mega-mills. Reflecting the occasional hostility of the big boys, one forestry industry analyst in Montreal, quoted in the *Financial Post*, said: "This business is a disaster; there are too damn many of these little sawmills around."

Mac Armstrong and his fellow small operators are set to stay awhile no matter what.

— Richard Wilbur

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Newfoundland's Micmacs: Hope for a forgotten people

Isolated for generations, the Indians of Conne River now have official status. It's a small, first step that has given the band a sense of identity

By Victoria O'Dea

Marilyn John is a woman with a mission. It's to see a better way of life for her people — the Micmac Indians of Conne River, on the southern coast of Newfoundland. A big step in this direction was made in June, when the federal government finally recognized these Micmacs as status Indians.

The announcement, made by the then-Indian Affairs Minister John Monro, was the culmination of over a decade of work by a small group of Indians in Conne River. None worked harder than Ms. John, a 32-year-old Micmac who became a member of the council band and its chief lobbyist.

Marilyn John's eyes were opened towards the discrimination against her people in the early seventies. At that time more than 500 people lived in the small community in Bay D'Espoir. Over 90 were thought to have Micmac blood, making it the largest Indian band on the island of Newfoundland. But up until that time, many of the people were ashamed of being classified as Indians. Also, because Conne River was such an isolated place, nobody there knew the strides Indians in other parts of Canada were making in terms of pride in their newly discovered heritage.

Then along came Jerry Wetzel, a fieldworker from the Native Council of Canada, who was sent to Conne River to help organize the natives.

That was a new beginning for the Conne River Micmacs. As Ms. John tells it, "Indians began to realize that they had to organize and become more familiar with what was happening... what was happening politically, what was happening on their own grounds, and what direction they needed to take."

That's when the Micmacs realized what they were missing out on, especially the federal funds that could help with housing, health care, education and employment. And that's when the whole status, non-status issue arose.

"This was a confusion to us in 1973," Ms. John explains. "When we started going to national meetings other Indians across Canada talked about status and non-status. You soon discover that unless you're officially recognized as a status Indian, you're not really considered Indian at all by the federal government."

Ms. John says the real problem came along when the band started dealing with

the government, which didn't know what to do with the Micmacs or where to place them because nothing had been done about recognizing them when Newfoundland joined Confederation in 1949.

"When we started comparing what we were eligible for and what Indians in the rest of Canada were getting, we began to realize that we were really short-changed in 1949," Ms. John points out, adding, "It was an injustice, and if it was any other group they would not sit by."

So they didn't. It was the beginning of eight years of research into Micmac ancestry in the province — tracing genealogies, registering Indians, holding discussions and endless rounds of negotiations with the federal and Newfoundland governments.

It's the provincial government the Micmacs are hoping to get off their backs with the newly found legal status. Since 1973 the band has been receiving money from Ottawa, but this money was channeled through the Newfoundland government. In 1981 a three-way funding agreement was put in place between Ottawa, Newfoundland and the Conne River Indians. The Micmacs would get over one million dollars a year, with 10-15 per cent of that coming from the provincial purse and the rest federally.

The Indians didn't like the deal because it gave the province too much power over how the money was spent... and the Newfoundland government used that power by withholding funds when it didn't agree with the Conne River budget. This tug-of-war between the two eventually sparked a hunger strike by nine Micmacs, including their chief, Michael Joe, in the rural development offices in St. John's.

The Conne River Indians are hoping this kind of confrontation can be avoided now that they're supposed to be getting direct funding from Ottawa.

"It eliminates one thorn in the sense that we don't have to be continually fighting two levels of government," Ms. John explains. "It eliminates one of the levels and you have to fight directly with the federal government. And we think that because the federal government has dealt with Indians for a great number of years, they may have a better understanding of how things are supposed to work."

Ms. John says registered status will also give Newfoundland Micmacs more say in their own affairs, since that's the

direction the federal government is moving in with respect to Canadian Indians.

But she doesn't think the move will drastically change the lives of the more than 600 Indians living in Conne River, except to provide them with more opportunities and a greater sense of identity.

It's that sense of identity which has decided the next issue on the agenda for the Micmacs — their case for a reserve. The Indians want a one square mile area in Conne River declared as reserved land, meaning the province has no jurisdiction there. A committee has been set up to look into this, and a case is now before the Supreme Court.

The Micmacs are also trying to get out of the federal-provincial funding agreement, which doesn't expire until 1986.

So while their long search for registered status is now over, a new set of problems has cropped up. But the first obstacle has been overcome — legal status in the eyes of the government — and Ms. John says this has given the band lots of encouragement for the negotiations that lie ahead.



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Storm clouds over the tobacco fields

Fewer smokers is making things rough for tobacco farmers — but not as rough as in Ontario, thanks to the twists of tobacco politics

Towards the end of July, tobacco farmer Frank Lava mounted his tractor, aimed it at three and a half acres of healthy tobacco plants and drove through, plowing them down. "I don't feel too good about it but I'm over-

planted," said Lava stoically.

By mid-summer up to 100 acres of tobacco plants — worth an estimated \$3,000 each — had been plowed under by various farmers on the Island who had overplanted quotas they voted to es-

tablish last year at the demand of the tobacco companies.

The reasons for the quotas and the plowing is that Canadians are smoking less. Among the farmers, a painful adjustment is under way. Although Island farmers have not been hit as hard as those in Ontario, the squeeze is definitely on.

Tobacco farming has been good to Southeastern P.E.I. — the region around Montague and Wood Islands. Twenty years ago many farms there were abandoned or out of production. Then it was realized that the area's soil and climate were suited to the production of the semitropical plant — unlike other areas of the Island where there's not enough heat to mature the crop. Now it's easy to spot the tobacco farmers. Often, their homes are new. They're surrounded by acres of closely-clipped lawn studded with greenhouses where the seedlings get their start and buildings where the leaves are cured. There's an air of prosperity around them.

Last year 8.4 million pounds of tobacco, worth \$12 million, were grown on the Island. This is up from a half million pounds 20 years ago, from which point there has been steady growth.

But now the dark clouds are rolling in. This year, demand for tobacco products is down eight per cent in Canada. That follows a six per cent drop in demand in 1983. Also, 40 per cent of Canada's tobacco crop is exported and there's trouble there too. Many Third World countries are starting to grow tobacco because it's such a lucrative cash crop. They can grow it cheaper, and demand for the Canadian product is falling. That means limits and cutbacks in production. Each of the Island's 72 growers was forced to cut his acreage by four per cent from previous years.

Still, belts have not been tightened as much as in Ontario where 90 per cent of Canada's crop is grown by 2,500 farmers. This spring they were told to cut their production by one-third and were offered prices by the tobacco companies they consider to be below the cost of production. They demonstrated on Parliament Hill this spring, demanding lower taxes on tobacco products and legislative changes that would allow them to form a national bargaining agency with which to face the tobacco companies. They were promised the changes, although Parliament ended before it could be done. Also, the Ontario government kicked in \$1.5 million to help them out.

The power to offer prices — and accept or reject the farmers' crop — lies with four big tobacco companies: Imperial Tobacco Ltd., Rothmans of Pall

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Mall Canada Ltd., RJR-MacDonald Inc. and Benson & Hedges Canada Inc. They are represented by the Canadian Tobacco Manufacturers' Council (CTMC).

The creation of a national marketing board, such as the Ontario growers want, would require that 50 per cent, plus one of the growers, be in favour of the plan. In theory Ontario, with 90 per cent of the growers, could dictate its creation. But in reality agricultural marketing boards take regional political factors into account. It would likely require the approval of P.E.I. growers (and to some extent Nova Scotia's 15 growers and New Brunswick's seven).

In short, P.E.I. tobacco farmers hold the balance of power between the companies and the Ontario growers. If they're content with their prices and quotas they'll likely vote against the national agency. That would suit the tobacco companies just fine. In short, some feel the Island may be doing better than Ontario in these worsening times

ket, farmers have no way to know whether or not that's really the case. Doug Kilpatrick, leaf director for Rothmans of Pall Mall, rejects the suggestion that there's any ulterior motive for continuing to buy Island tobacco, when Ontario growers could easily provide the Island's volume in their unused fields. "We've always been good to the Island," says Kilpatrick. "We base our requirements on what we need. We're not trading one off against another."

But one Island grower disagrees. "I always felt they would use the Maritimes as a club against Ontario," he said.

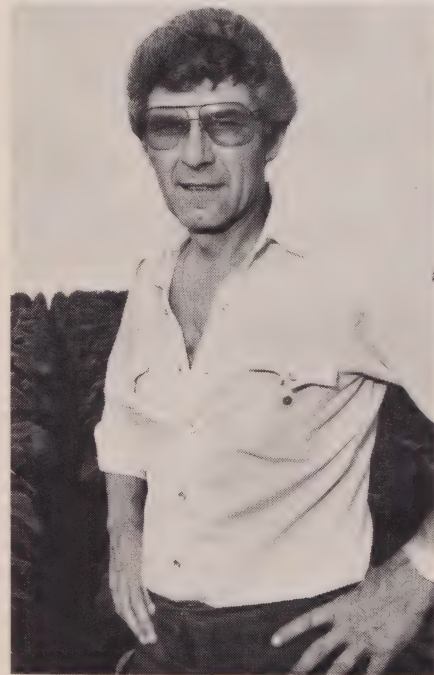
So far, the Island hasn't said yes, and it hasn't said no to a national agency. The Island's provincial tobacco market-

ing board supported Ontario's request to have the enabling legislation. But so far, the board has resisted the idea of actually having a national agency.

"The situation of having the CTMC wonder what our position is towards a national agency... I'm not sure that's altogether bad," says Joe Spriet, chairman of the P.E.I. tobacco board. He's well aware that a 30 per cent cut on P.E.I. like the one experienced by Ontario would hurt the industry badly.

For now, the storm clouds are only gathering. The storm isn't actually here yet. Sooner or later it will hit — but how hard it hits may have a lot to do with the politics of marketing boards.

— Susan Mahoney



RICHARD FURLONG

Spriet: Cuts would hurt the industry badly.

because the tobacco companies are playing them off against Ontario growers.

The CTMC declines comment on the possibility of a national marketing agency being formed. But it's hard not to notice that Island growers are getting kid-glove treatment, comparatively speaking. Ontario was offered a price of \$1.63 a pound this spring. Island growers settled for \$1.70. And, of course, their production was cut back only four per cent against Ontario's one-third.

The tobacco companies justify this on the basis of their traditional recipes for cigarettes. The recipe for each of the 103 brands of cigarettes manufactured in Canada is a trade secret. When the buyers say they need nearly all of the Island crop to fill their recipes, and are cutting back Ontario because much of that tobacco is destined for the export mar-



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A Deadly gamble with lives

Nova Scotia gets tough with drunk drivers as the carnage continues



ALBERT LEE

By Deborah Jones



The game of drinking alcohol and driving automobiles is one with no winners, just losers. Its costs are astronomical and its administration riddled with Catch 22's. The human toll is shattered victims who mourn their deceased or wait for compensation claims to be processed in an overloaded court system. Then there are the police officers and prosecutors, insurance agents, health care workers and some government agencies who become involved in the process. They feel frustrated by their impotence to effectively combat the dangers of drinking and driving. Meanwhile, other government agencies, producers, advertisers, taverns, restaurants and athletic clubs promote the glamour of lucrative liquor. Against this backdrop, the carnage on our highways continues to mount as people drink and drive, taking chances with their own lives and, tragically, the lives of others.

Throughout North America, the death toll from alcohol-related road accidents is mind-numbing. Only when local statistics swell to the point where everyone has lost someone to an accident involving alcohol, or a particularly nasty story gets publicized, do the numbers have impact. In some communities bereaved people have formed groups to re-

flect their commitment to eradicating the problem. Names like MADD (Mothers Against Drunk Drivers) mirror the angry and increasingly louder demands that drunks be removed from the roads. In the Atlantic region the members are present but still low-profile.

The Nova Scotia government has recently emerged as the most vociferous local critic, launching an elaborate publicity campaign this year with the slogan "Drunk Drivers Get Caught In Nova Scotia." Through a premier's task force on drunk driving, information is coordinated and an effort is being made to get other provinces involved in the campaign. In Newfoundland a government committee is reviewing motor vehicle regulations, including licence suspensions for drunk drivers, and Prince Edward Island is considering a similar review. But as yet, there's no cohesive force in the Atlantic region combating the problem.

Behind the dissonance, the victims whose lives are affected most by drunk drivers remain silent and largely anonymous. The story of one Nova Scotia couple is not uncommon. The ordeal of Don and Mary West succinctly illustrates one of the flip sides of drinking and driving: the struggle of innocent people hurt in auto accidents to recover their normal, day to day lives as quickly as possible in

a system that prolongs the trauma. It also shows that, aside from shutting yourself inside each night, there's little you can do to protect yourself against drunk drivers.

Late on the Saturday night of February 28, 1981, the Wests' big Chevy Impala pulled out of a friend's driveway in Dartmouth and headed home to Halifax. The couple had been visiting friends and Don West had quaffed a few drinks. As usual on such evenings, sober Mary took the wheel. The Wests were driving along the inside lane of the circumferential highway near Dartmouth's Micmac Mall when a Plymouth Horizon crossed the meridian and careened into them. The driver, 19-year-old Duncan Wilson, using his father's company car, had been out drinking with some friends. One of the young men, Rick Maskell, died as a result of the accident. Wilson and his fellow passengers, Brent Eustace and Danny Darchen, were injured. Of the survivors, only the Wests, whose only fault was to be on that particular road at 12:30 a.m., were badly scarred for life.

Mary West still doesn't remember what happened between driving along and waking up in Halifax's Victoria General Hospital the following Thursday. Don West recalls headlights coming straight at him and he thinks he yelled "Duck!" to his wife. He, too, was taken

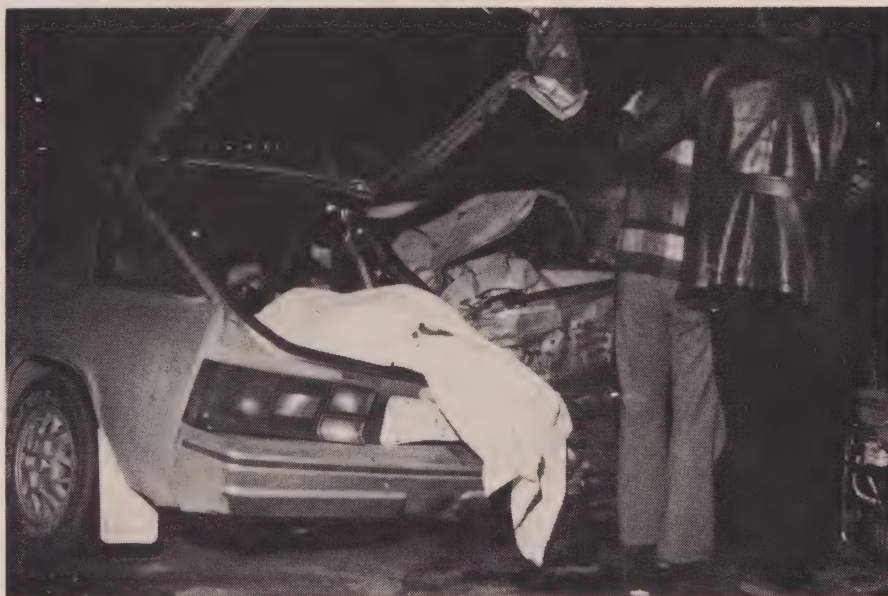
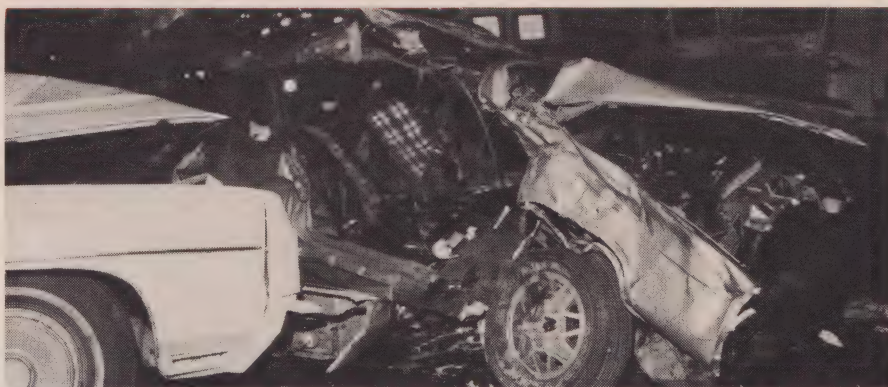
to Victoria General, but was conscious. After the fire department freed Mary from her mangled seat he accompanied her in an ambulance. They lucidly remember the events that followed and consider themselves lucky they were middle-aged, financially comfortable and blessed with a supportive family and good friends. If a young couple starting out had been in the same accident, Mary West reflects now, they'd be bankrupt and possibly divorced.

For 3½ years the Wests fought a civil suit against Duncan Wilson, his father Desmond Wilson and Des Wilson Agencies Ltd., which owned the car, to get compensation for their out-of-pocket losses and pain and suffering. This year, on August 7, the money finally came through. They don't want to reveal the amount, fearing acquaintances who don't know the situation will assume they're on easy street. Contrary to most people's assumptions the compensation was meagre — little more than three years' income for a middle-class family.

Justice R. MacLeod Rogers of the Trial Division of the Supreme Court of Nova Scotia awarded Mary West damages for multiple injuries. These included fractures of one leg, an elbow, and her skull, permanent damage to one knee, multiple scars and lacerations to her head, ear and legs, permanent damage to one index finger and the loss of part of her right ear, which was badly torn.

After the accident she spent eight hours undergoing surgery, two weeks in hospital recovering, then six months at home wearing casts. Eight months of physiotherapy did not remove a limp caused by problems to her right knee, which is swollen and distorted. Doctors say she'll never return to her active sports program of playing volleyball, tennis, bowling and walking. She can now perform her teacher's aide job unimpeded by her injuries although she lost 57 days of work. And the two skull fractures with concussion have apparently left no permanent ill effects. She can, and does occasionally, still dance when the couple goes out. But pain returns to the elbow when the weather changes and her right leg, swollen and scarred, is ugly enough to deter her from wearing anything but slacks most of the time.

Don West suffered head injuries. An intestinal ulcer that had been dormant for 16 years flared up during the stress of recovering from the accident and the lawsuit that followed. Damage from the crash included fractures to his jaw and to the bones around his eyes, cheeks and nose. (His plastic surgery required 700 stitches and 25 holes were drilled in his facial bones to hold the pieces together.) His face required wiring by surgeons to hold it onto the rest of his skull; he still suffers pains from the wires. During treatment his jaw was wired shut for two months. Other complications meant he was without teeth for 18 months, which he found embarrassing when he returned to work shortly after the accident. He's



A drunk driver caused this accident in Dartmouth that left one man dead and Don and Mary West severely crippled

at management level with a crown corporation and often has to speak before groups of people, the judge noted in his decision.

Both he and his wife say his face has changed completely since the reconstructive surgery. Plastic surgery has made it symmetrical and attractive to a stranger, but very different from how it was before. He has returned to hospital and out-patient clinics numerous times for further operations. He still can't breathe through one nostril, his cheeks are painful and he's lost feeling in part of his mouth.

Don West was compensated for those injuries, but is dubious about one doctor's opinion, accepted by the judge, that his failing eyesight is only due to his age — he's in his mid-forties. Months before the accident his vision was tested and found to be "20-20," he says. Since the accident his tear ducts have dried up, he's gone through four pairs of glasses and today cannot read for more than 15 minutes without getting a headache. Don West feels, without medical agreement, the broken bones around his eyes were responsible for his failing eyesight. And the couple fears that his eyes will continue to deteriorate. Their settlement does not allow for future problems.

The West's son Bradley was also

awarded compensation as a result of the accident. He received \$200 for the help he gave his parents after the accident, for which he missed a year of high school. His parents say their son helped get them through the ordeal. "He took over like a real trooper. He grew up in 24 hours," notes Don West.



In an interview this summer at the couple's modest but comfortable home, Mary West said she's extremely bitter about aspects of the system that most people either don't think about or take for granted. After the accident, insurance agents questioned her employer and Halifax neighbours (the couple has since moved to Bedford) about the true extent of her injuries, and she said she considers their questions an invasion of her privacy.

One of the stumbling blocks in the West's claim was the fact they had not been wearing seat belts at the time of the accident. Halifax lawyer David Chipman, acting for Zurich, the Wilson's insurance company, argued they were partly to blame for their injuries because they'd neglected to wear seatbelts. In this case, the court disallowed the claim, although failure to wear seatbelts has reduced compensation claims in other cases. "I feel we should not have had to

go on trial ourselves to prove our innocence," said a bitter Don West this summer.

During the criminal negligence trial of Duncan Wilson, Mary West was called to testify, and had to wait outside the courtroom for several hours, sharing a lobby with the passengers in the Wilson car. "They thought it was all a big joke. I found that very uncomfortable." The parties in Duncan Wilson's car settled out of court before the West's case was heard.

The Wests do not blame the driver who hit them and started their ordeal in the first place, and say they're sorry Wilson was imprisoned for criminal negligence. He's about the same age as their own son, noted the Wests. "We've got children of our own, too. I think he should have got a two-year probation, working at the Victoria General cleaning up after accidents rather than sending such a young person to Dorchester for a crime. . . he was just out for a drink," says Don West. "We have all got in a car with too much to drink."

"Our beef is not with Duncan, it's with the legal system where insurance companies have the most protection of all, and where the whole atmosphere is geared to lawyers to figure out who is going to pay, and how much to pay, and to make everyone's life miserable. We spent nearly four years waiting for lawyers to make decisions about something we didn't do — we were just passengers in our own automobile.

"We were the innocent party, yet we had to do all the fighting. We had to initiate all proceedings (for the suit). There aren't enough judges; we had to wait seven or eight months to get a hearing because the courts were backed up so far, and neither of us is happy about the settlement. . . we could fight the decision, but it would cost too much."

Most of all, the Wests say, they're upset that their eagerness to get back to work as quickly as possible was used against them. Transcripts of doctor's interviews with them, saying they were "feeling better" on a particular day, and the fact they didn't often take prescriptions for pain killers, were used to indicate their injuries were minimal. "Had we gone to the doctors and talked of all our aches and pains, we would have been better off," muses Don West.

Unfamiliar with the court system, the Wests say they found questions about their integrity intimidating. "This is really disgusting, a woman driving along and hit by someone else, and then reduced to tears in a court of law. It's really disgusting. Me, I'm tough enough, I can take it. But my wife shouldn't have to," commented Don West.

Gordon Proudfoot, the Wests' law-

enough to deter people, he says. "The criminal code has teeth; you put someone away for six months and that's heavy duty. But the provinces have opted to take away licences. Your middle class segment does not want a jail term."

Proudfoot adds that the names of breathalyzer violators should be published in newspapers. If editors don't like the idea, governments should buy ad space to list them.

"The social stigma is the scariest of all for most people."

Proudfoot points out that the Canadian Criminal Code provides for stiff penalties for convicted drunk drivers without further provincial legislative action. Under section 234, the maximum penalty for a first offence is \$2,000 and six months imprisonment. Under Section 234.1, simply failing to give a police officer a

roadside breath sample when it's demanded can result in the same penalty.

Provinces have jurisdiction over highways and motor vehicles, and most have legislated automatic licence suspensions for drunk driving convictions — which sometimes are used as penalties instead of imprisonment. Nova Scotia's publicity campaign to stop drunk drivers may help, says Proudfoot, particularly with new longer automatic suspensions, but Proudfoot says, "in my opinion, it's more political than it is practical. . . there are other areas the federal and provincial governments should address themselves to."

"On the second offence (which carries much stiffer penalties than the first), the discretion to proceed with charges is only on the shoulders of the prosecutor. It's rather unusual to have crown prosecutors proceed on a second or third offence — they are persuaded by counsels to "give the guy a break" — but if they had to proceed, if they had no discretion, that would be a deterrent. You have to be heavy-handed to save lives."

Despite the possible pitfalls of the Nova Scotia task force's measures, they're doing *something* about drunk driving. Other provinces have similar highway-safety graduation and alcohol awareness programs, but in Nova Scotia this year, each has been strategically announced and skilfully publicized. The effect on public awareness is hard to measure — only tests of every driver on the road would give an accurate picture



Premier John Buchanan cracking down on drunk drivers

yer, failed to see why their story was being told. "The case is pretty standard. Luckily for them, they won. They got compensated."

Proudfoot noted the Wests' experience and dislike of the court system is common. "The wheels of the system grind slowly. They didn't do anything wrong, but they had to be drawn through the system to get some justice."

In his work Proudfoot defends a lot of drunk drivers and victims, and he sees both sides of the story. With other lawyers he's making his living through society's propensity to drink and drive, but he's still frustrated with the illogical situation. "Speaking as a citizen as well as legal counsel, it's a sad state in our society where people have to go out and drink alcohol to have a good time. That's bad enough, but when they get into cars and fly down roads and cause deaths, that's worse. The government sells alcohol and makes money at it. And the government and some interest groups are trying to stop drunk driving. Yet governments are also granting more and more liquor licences. That demands explanation."

Proudfoot believes that nothing but an extremely hard line will rout drunk drivers. Police should have routine road checks on all highways leading from urban areas, he says. Civil libertarians would disagree, he admits, and innocent commuters on their way home would get caught in the net. "But that may be the price you have to pay to save a few lives."

Driving licence suspension, which falls under provincial jurisdiction, is not

— but a spokesman for the task force claims that, this year, alcohol-related death rates are down.

So far, John Buchanan's task force has launched a massive "Safe Graduation" campaign that offers financial incentives to student councils at schools which have opted for drug and alcohol-free graduation parties. Working under Attorney-General Ron Giffin's department and orchestrated by task force secretary Dick James, a former journalist, the task force has also purchased breathalyzers for municipal police forces, contacted other provinces and some American states for information about their programs and made endless statistics available to the media to publicize.

The prominent erection of task force highway signs warning drunks not to drive have received front page coverage in local papers and, says James, everywhere you go in Nova Scotia people are warning others not to drink and drive for fear of getting caught. Fines for a first offence in the province range from \$50 to \$2,000. A second conviction could mean a fine of \$5,000 and a mandatory interview with a drug dependency official. The task force is also considering the question of raising the drinking age — something the Insurance Bureau of Canada also called for in August.

The public is no longer willing to accept drunk drivers on streets, various members of the task force all agree. But in the Atlantic region, interest groups have not yet got a toe-hold. In Nova Scotia at least, government is leading public opinion.



Elsewhere in North America, public interest groups have been responsible for raising awareness of the problem, says Doug Beirness, a research scientist with the non-profit independent Traffic Inquiry Research Foundation in Ottawa. "We have never seen so much public concern about drinking and driving. It used to be just at Christmas people got concerned. Now it lasts. It's due to the citizen groups."

As someone who's studied the problem as an occupation, Beirness can dispel some myths. Oft-quoted statistics about the numbers of drunks on the road are, at best, ball-park figures. There's no way to really measure them, he says. And even alcohol-related fatal accident numbers aren't accurate, because different police forces use different reporting procedures or, in some instances, don't test for alcohol. The most consistent figure in North America is the death rate of drivers. "Of fatally injured drivers who are tested for alcohol, 50 per cent of them have been drinking at the time of their death. Other types of accidents are very hard to study."

There is no evidence that putting breathalyzers in bars will deter drunks from driving, he says. "If people were present to supervise it might work. But if you leave it up to them, it could lead to competition, or people would find they're over and drive home anyway." The effect of raising the drinking age is

also hard to determine, noted Beirness, and again there's no hard evidence it helps.

Even the level of 80 milligrams of alcohol per 100 millilitres of blood does not automatically mean a person is too impaired to drive, notes Beirness. Some people are impaired at less; others can hold more. But governments have to draw a line somewhere and according to current evidence, 80 is a good place, although most police forces don't charge unless the level is over 100.

"You can't have individual limits for everyone, and trying to ban alcohol is not the approach that will work." Only in eastern-bloc countries, noted Beirness, have governments legislated laws prohibiting any driving after drinking any amount of alcohol.

Beirness says he's come to the conclusion only public awareness will work to solve drinking and driving. "Look at smoking—it has become more or less unacceptable. People are not willing to tolerate it anymore. A similar sort of thing has happened with Participation. Getting in shape has become de rigueur in the last 10 years. We have to do a similar thing with drinking and driving. It will happen slowly, gradually, then hopefully it will snowball."

We all own the problem. We can't say the government or the police have to do something. If each accepts responsibility not to drive drunk, it would work. We all have a role to play."



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A battle renewed: Harvey Webber versus the chains . . . again

Atlantic Canada Plus is still badgering the national department stores to buy more local goods. It's been an uphill battle for six years and the fight goes on

Harvey Webber is up on his soapbox again, decrying the purchasing policies of the national chain stores operating in Atlantic Canada. They don't carry much local merchandise, complains Webber, founder of Atlantic Canada Plus (ACP), an organization of businesses that was supposed to correct that problem. But after a half-dozen years of effort by ACP the chains still carry goods mostly manufactured in Central Canada.

Local suppliers rarely get into the action — despite early promises by the national department stores that this would change. "With few exceptions," says Webber, who is disappointed but still fighting, "the nationals have not developed regional buying as most of them had promised. At their request, we dropped the pressure on them through 1983 and '84, allowing ample time to

change buying practices. The net result is less buying of regional products now."

As a result, ACP is stepping up its activities again — although there are some who believe the problem is too big to be solved by ACP's approach.

A compact, animated man with a knack for promoting his ideas, Webber has been hammering at the same theme for more than a decade: With supply coming from outside, consumer dollars take the fast track out of the region and go to support factories and jobs in Ontario and Quebec.

Owner of a Sydney clothing store, Webber noticed early in his career that his merchandise came mostly from Central Canada. A little research led him to conclude that this is the case for most retailers, large and small, within the region. He also noticed the obvious — consistently higher unemployment in the region than the national average. Webber's

conclusion was that these two facts are intimately related. In economic terms, consumer dollars leak quickly out of the area, instead of staying to pay wages and other costs of production.

In 1977, as incoming president of the Atlantic Provinces Chamber of Commerce (APCC), Webber had a forum for his ideas. He began advocating the creation of an "action plan" to promote the buying of local goods and services. The APCC approached the Council of Maritime Premiers, and they in turn commissioned a feasibility study by the Atlantic Provinces Economic Council (APEC).

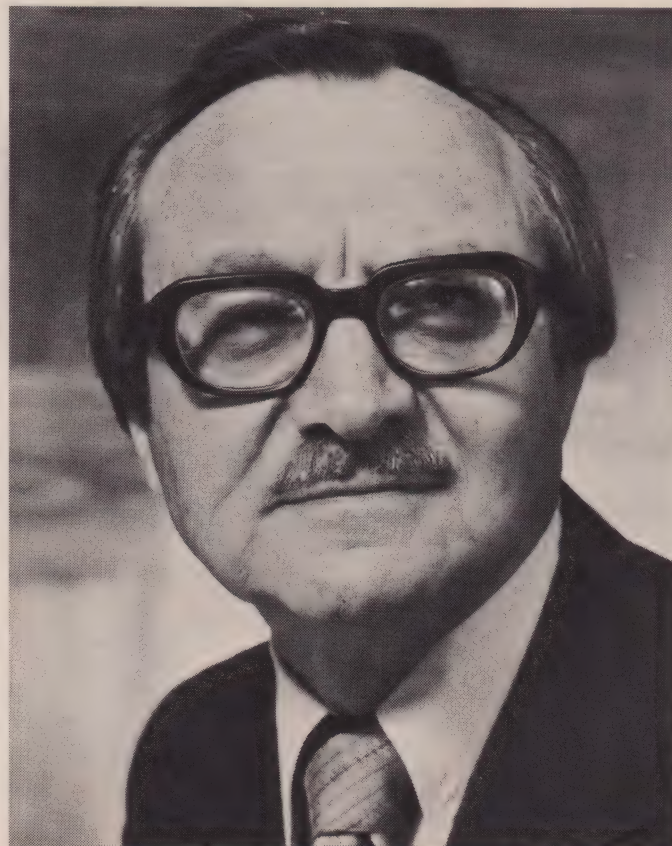
APEC's study put numbers on the

impact of shifting consumer spending to locally made products. A one per cent shift in regional sales to locally made products, APEC estimated, would increase regional output by \$90.6 million.

With the link confirmed between purchasing patterns, an underdeveloped manufacturing sector and unemployment, the Council of Maritime Premiers provided a grant. Atlantic Canada Plus (ACP), "an association of businesses committed to job creation," was off and running.

For a while ACP made headway. Eastern Provincial Airways and Irving Oil joined the association and made substantial contributions, setting an example that other companies followed. In 1978 a manager was hired, an office opened, and a television commercial and marketing kits were produced. The association's logo was printed, soon by the millions, for display on members' products.

In what seemed like a significant breakthrough, ACP soon announced that "pledges of support have been received from practically all major national retail chains operating in Atlantic



Harvey L. Webber: Still seeking a better deal



Canada." More support came from the three Maritime Provinces, with total purchases of over \$100 million a year. Through the Maritime Council of Premiers they adopted a local purchasing policy. They pledged to "buy first in the province, second in the region and third in Canada."

Meanwhile, in 1980, a new study done for ACP and the Department of Regional Economic Expansion estimated that the regional economy would benefit by \$200 million, leading to the creation of 10,000 jobs, if local businesses were to purchase as many local goods as they could.

But even with good intentions, Webber points out, old habits die hard. "For example, a local manufacturer, a guy who belongs to our association, wants to paint his factory. Without thinking, he buys his paint where he bought it last time — in Ontario," Webber shrugs impatiently.

He knows that ACP is bucking an old system and entrenched attitudes in both the region and along what APEC calls the "Montreal-Toronto axis." Purchasing patterns, once set, are hard to break. ACP tries to emphasize the positive aspects of their "buy Atlantic" policy, Webber says, but the recent recession led to a state-of-siege mentality

"Purchasing patterns, once set, are hard to break. ACP tries to emphasize the positive aspects of their 'buy Atlantic' policy "

within businesses intent on survival, not expansion or new ideas. Now, although retail sales have picked up, this attitude remains. Old pledges of support, as far as Webber can tell, were forgotten.

He is intent on reminding them. He is annoyed that instead of increasing orders to local factories "the national chains have merely increased their stores in every city and town where a shopping mall is built. Thus more and more stock is brought in from outside the region." Some chains are worse than others in this regard, but Webber prefers the quiet route and refuses to name names.

When informed of Webber's comments, Daniel Shortt, vice-president of merchandising for Simpsons, said from Toronto that his company is accelerating local buying. He puts the onus on Simpsons' employees within the region. "Our people in the Maritimes have the responsibility to inform us of opportunities for purchasing as well as selling," states Shortt. Webber himself cites Simpsons' boutique in their Halifax store, which displays local designers' products on the rack beside those of Christian Dior, as a step in the right direction.

Webber notes that at the top levels most businessmen support ACP's position. "It's company morality," he says. But the purchasing agent, doing business from day to day, continues to make the same old deals.

"But the national stores have a responsibility to give as well as take. They can't just be a sponge."

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BUSINESS

Mike Bradfield, an economist at Dalhousie University, paints a broader picture. "It's not just the chain department stores," he stresses. "The same problem runs through the whole retailing scene." He sees the shopping centres that are taking over the retail trade as a force moving against the promotion of local goods. "Pre-packaged malls come in from Ontario, bringing Ontario-based stores that buy through traditional routes and exclude local suppliers," he says.

Bradfield further argues that as the malls boom the downtown merchants suffer. Retailing goes out of local hands, away

from those most inclined to use local suppliers in the first place.

He sees ACP fighting an uphill battle to change attitudes not only in Central Canada but also locally. Bradfield recommends marketing associations that can send representatives afield to lobby for their industries. Local companies are held back, he asserts, by external trade barriers created by outside firms, and by a local attitude of dependency as well. "But dependency," he concludes, "is in the eye of the beholder."

One benefit of the recession, Harvey Webber feels, is that it made people aware

of the fragile nature of the Atlantic economy, and therefore of the wisdom of supporting local firms. National concerns, he says, are harder to bring around, even to a "buy Canadian" stance.

ACP has achieved some successes. Pat Gaudet, ACP's general manager, scored with Petro-Canada. He discovered that the national oil company distributed promotional items such as lights and keychains made in France and England. A telephone call to Calgary led Petro-Canada to a search for local suppliers.

There may also be a glimmer of hope at the end of the retailing tunnel. Since Harvey Webber's recent comments on the national chain stores, three companies have been in touch with ACP. "They said they are prepared to work

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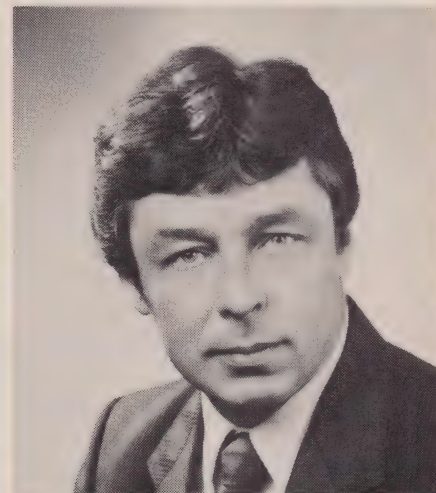
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Pat Gaudet: Plans a reverse trade fair with us," a pleased Pat Gaudet recounts.

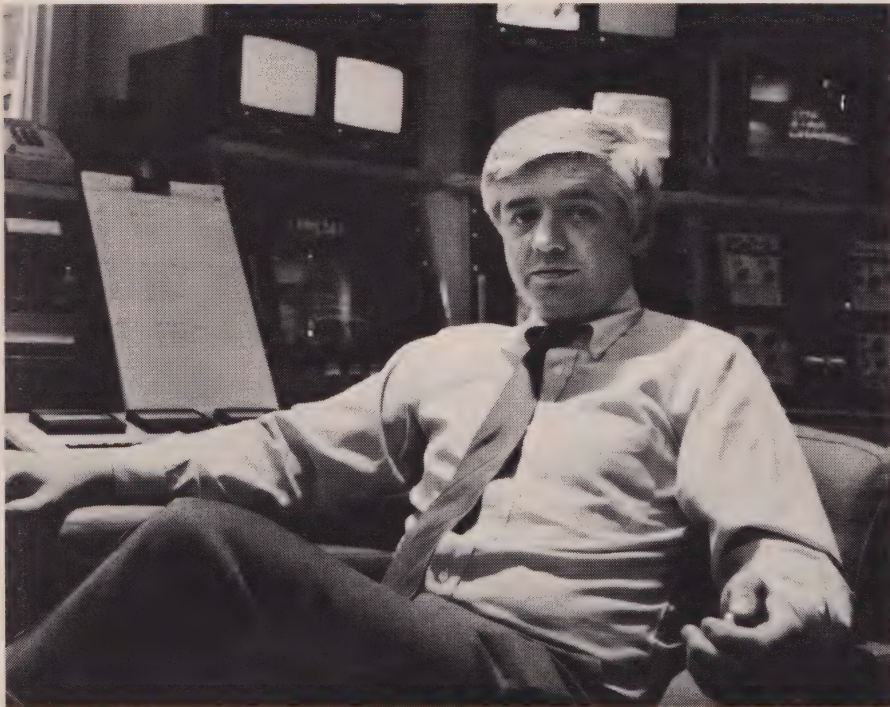
Encouraged by this response, Gaudet says that ACP and the Halifax Board of Trade are considering putting on a large "reverse trade fair." In this case the buyers would come to town and display the types of products they purchase, allowing local manufacturers to see if their own products, or modified versions, meet the buyers' requirements. The reverse trade fair, Gaudet hopes, could stimulate import replacement of outside or foreign goods by local merchandise.

There have been such efforts before, but they were focused on narrow commodity lines. Pat Gaudet would like to see a broad-based event, bringing in outside buyers from government and industry, to help "reverse" long-standing purchasing trends.

As Mike Bradfield emphasizes, the problem is much larger than the practices of the chain department stores. As long as the majority of goods bought locally come into the region from outside, the consumer's dollar will go elsewhere, taking with it potential jobs. The cycle of unemployment Webber speaks of will remain unbroken.

And Atlantic Canada Plus, set back by the resulting recession, will continue to face a difficult task.





PHOTOS BY ALBERT LEE

MacDonald: "I blame no one for what happened"

Catch a falling Star . . .

When Finlay MacDonald started The Star Channel, Atlantic Canada's very own pay television network, it was a dream come true. But when Star went under only nine months after hitting the airwaves, the dream died . . .

By Alec Bruce

Maybe it was an impossible dream after all: the belief that an independent, Halifax-based pay TV network to serve only Atlantic Canada would survive or even prosper. And when The Star Channel, burdened by debts it could not pay, went under in November 1983, barely nine months after its launch, the dream died.

Star had had its successes. In some parts of the Maritimes, the channel had, at times, as many as eight cable viewers in 10 watching its Hollywood features. And, near the end, Star still had a dedicated staff, some loyal subscribers and, in Halifax developer Ralph Medjuck, a patient financier. Yet, in a tough new industry and in even tougher economic times, Star was really just a gamble that didn't pay off. That, at least, is how Finlay MacDonald, Star's originator and former president, sees it.

"Looking back, it's difficult to know exactly what went wrong with Star," MacDonald says. "It's wrong to think the whole thing was a failure beginning to end. There was a lot that was right with Star . . . and, of course, a lot that went wrong. I think we did our best. So much happened during the time we were

on the air. Nobody was to blame for the channel's demise. The staff was wonderful to the very end. What happened to Star was just one of those things."

It was in the summer of 1979 that MacDonald and friend Andrew Cochran decided to start up The Star Channel. MacDonald, a law school graduate and a former CTV national news correspondent, and Cochran, former television producer for both CTV and CBC, were interested in the possibilities of developing a local film production industry. Their goal was to create a company that would eventually market regionally made films to foreign buyers and provide certain post-production facilities for filmmakers.

"We were really looking for a way to stay in Halifax, work in our chosen fields and make some money," MacDonald recalls. "We had this great idea, but we really didn't know how to realize it. We knew we needed some vehicle to support the venture, and we thought about pay television. Pay television, we believed, could be the catalyst in establishing a full-time film production industry here. But we were new at it and we really didn't know how to set things up."

They weren't the only ones. Pay TV

was merely a gleam in the eye of the Canadian Radio-Television Commission (CRTC) when MacDonald and Cochran came up with their scheme. In the United States, pay TV was a fledgling industry, not yet over its growing pains. Home Box Office and Showtime had burst upon the American market, claiming pay TV was the wave of the future in family entertainment. Movie lovers would no longer have to fork out huge fees at the theatre to see Hollywood's most recent releases. Now pay TV could bring first-run movies (available six months after they hit the theatres) right into a subscriber's home seven days a week at a comparatively bargain price.

But the new industry laid no golden eggs. American consumers proved much harder to woo than the pay stations had anticipated. And by the late seventies, after a few fiery years of intense competition, and declining subscribers and revenues, the pay stations agreed to spend more of their time and money educating consumers in what pay TV was all about.

Although the CRTC was unsure about how pay TV should work in Canada, MacDonald felt the commission was more likely to license a small, regional station dedicated to local filmmaking than a large national interested only in transplanting successful American movies. He was encouraged by a little-known document called the Therrien Report, which stipulated that pay TV in Canada should not be allowed to be dominated by vested interests but, rather, should be in the hands of regional companies that encouraged independent filmmaking.

Meanwhile, MacDonald agreed to sit on a federal task force to investigate filmmaking opportunities in the Atlantic region. The task force discovered what MacDonald had already known: Successful film production in Atlantic Canada was possible only if there was some means to get the films out to a large local market cheaply and quickly.

"Our interest in setting up a film production industry down here seemed to gel with the types of policies the federal Department of Communications was coming up with," MacDonald says. "The guys in Ottawa were very much into decentralization. And pay TV seemed a good vehicle for regional filmmaking. I think the CRTC was thinking of establishing a network of pay stations across the country to work more or less cooperatively."

In the spring of 1981, the CRTC served notice that it would hear applications for pay TV licences in July of that year. MacDonald and Cochran threw themselves into preparations for the hearings. They worked out a detailed promise of performance and a computer model of their whole operation. They travelled up and down the region, drum-

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ming up support for their new station. After months of backbreaking work and living out of planes, hotels and conference rooms, MacDonald and Cochran won their licence and The Star Channel was born.

The CRTC actually heard 28 of 52 applicants and awarded pay licences to four other stations. Regional licences went to Superchannel-Ontario and Superchannel-Alberta. National licences went to First Choice and the C-Channel. Under Canadian content regulations, all stations were to spend 60 percent of their

another. They certainly didn't speak with one voice," Andrew Cochran recalls. "We had to negotiate separate deals with each operator. It was strange to realize these companies were the backbone of our whole broadcasting system and yet they never really formed any network."

A more immediate problem was the need for ready capital to rent equipment, office space, and movies and to pay staff. For financing, MacDonald and Cochran went to Halifax developer Ralph Medjuck. "He was the first and only guy we hit," MacDonald says. Med-



Getting Star off the drawing board required hard work and a lot of money

money on Canadian programming. Regionals, like The Star Channel, had to spend 50 percent of that on programming developed within the region.

With the exception of C-Channel, Canada's official culture channel, movies — mostly American — dominated the stations' formats. "But for C-Channel, we were all licenced to put out pretty much the same product," MacDonald says. "We were essentially movie channels and we all had the same conditions of licencing with respect to the kinds of movies we could run."

But to make pay TV work in this region, MacDonald knew Star would have to get and keep a proportion of the region's 250,000 cable subscribers. The station needed at least 12 to 18 percent of the cable market in its first year to continue broadcasting. So MacDonald began the long, prickly negotiations with the region's 55 cable companies. From the cable operator's point of view, Star was a wholesaler, selling a product (programming) to a cable company, which in turn retailed it to subscribers at a marked-up price. Since the price tag on the service for a cable operator varied according to the size of his market, the cost to the subscriber also varied from place to place.

"In a lot of ways, the cable companies acted quite differently from one

juck gathered backers from all four Atlantic Provinces and came up with a package that included \$2 million in equity and \$3 million in debt financing. But the biggest drain on money initially came from the rental cost of broadcast space on TeleSat Canada's Anik C-1 satellite, which cut into Star to the tune of \$1.5 million.

The Star Channel hit the airwaves in February 1983, along with First Choice, C-Channel and the two superchannels. Since their programmings of American movies were virtually indistinguishable, Star and the superchannels agreed to share costs on some movie buys. In their first month of operation the Canadian regionals acquired 48 feature films from three major Hollywood studios, nearly twice as many as First Choice had scheduled for the same period. "When we found out about this we were extremely happy," MacDonald recalls. "It couldn't have been a better start for us. We (the pay networks) were all coming out of the gate at the same time. First impressions were very important. It was a golden opportunity."

Right away, First Choice found itself in a marketing war with the regionals. The head-to-head competition increased as the networks used comparative advertising to win subscribers. In Ontario, Superchannel and First Choice spent

time, money and energy attempting to undercut each other's negotiated splits with the cable companies. Meanwhile, viewers reacted ambivalently. And, slowly, pay TV subscriptions all across the country began to fall off.

A panic swept the industry, and the national-regional competition reached a new plateau when First Choice imported the American-made Playboy Channel. The move set off a nationwide controversy and alienated thousands of pay subscribers. "You just couldn't believe what happened to our numbers in Atlantic Canada during that time," MacDonald says. "Our numbers just flip-flopped. Before the rabid ratings war and the Playboy thing, we were doing all right. And then everything changed just about overnight. Pay viewers were divided into those who wanted porn and those who didn't. Those who didn't were suspicious about pay TV from that moment on."

Over the following months, Star showed signs of strengthening. By the fall of 1983, it actually surpassed First Choice in Atlantic ratings. But it couldn't achieve the ratings it needed to survive. By November 1983, Star was attracting, on average, less than five percent of cable watchers in the region, and it was heavily in debt. MacDonald negotiated a deal with First Choice whereby Star agreed not to broadcast anything that could be seen as being competitive with First Choice's programming and, in return, First Choice agreed to retire all of Star's debts.

MacDonald believes what ultimately killed The Star Channel was the furious competition between the national and regional networks. The battle, he argues, prevented the networks from concentrating on educating the new subscribers in what pay TV is all about. Consequently, many people got the wrong impression from the inflated advertising, believing going the "pay way" meant being able to watch nonstop showings of an endless supply of movie classics. "We began by educating the subscribers and somehow we just got off the track," MacDonald says. "We should have concentrated more on the programming and promotions and less on the comparative advertising. We (the pay networks) were all equally to blame in this."


Ed Peters, manager of the Seaside Cable Company, which serves industrial Cape Breton, sees the demise of Star in a different light. "I believe The Star Channel tried very hard," he says. "But the programs just didn't have sufficient appeal. They were repetitive." Peters, whose company carried Star's signal, says the channel could never attract more than 6 percent of his cable watchers at any given time. Peters believes the problem isn't just regional but national. "The market in Canada is so small," he says. "We aren't the United States. Our market can't really support the kind of repetitive programming pay TV offers. When subscribers begin to switch off, new subscribers don't take their place, you know."

But Harvey Stewart, manager of the Strait of Canso Cable Company, says the

individual cable companies must take a share of the blame. "Star Channel did work in our system. We had amazing figures in some parts — anywhere from 37 to 80 percent penetration," he says. The cable companies have to accept some responsibility for what happened to the Star Channel. They overpriced the installation and hardware to the point where potential customers couldn't afford pay TV."

Still another view holds that the CRTC's Canadian content regulations made Star, in particular, and pay TV, in general, impossible to sell. "When the going gets tough, the tough get going," says Lawson Hunter, director of investigation and research in the Consumer and Corporate Affairs Department's anti-combines

branch. Hunter believes the lack of good new Canadian shows forced pay networks to buy old material and repeat it often to satisfy their Canadian content quotas. That, in turn, led bored viewers to cancel their subscriptions.

What killed The Star Channel may never be known for sure. But it's safe to point to a combination of many factors. Certainly the ratings wars between the networks prevented any one station from selling the country on pay TV. And in a climate of declining subscriptions, Atlantic Canada's comparatively small market simply couldn't support the network. In any event, Finlay MacDonald blames no one for the demise of his dream. At best, he says, "it was a learning experience." 

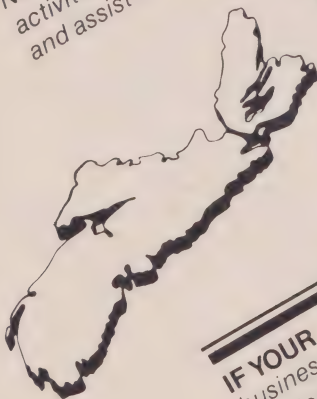
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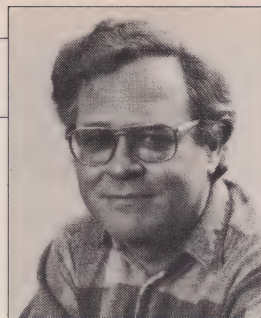


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"Some of my best friends are bureaucrats, but . . ."



A bureaucrat is someone the people pay to serve the people, and in the case of customs officers, anti-combines sleuths and tax investigators, this duty includes catching the cheaters among the people. They do that for you and me. But in the heat of the chase, some become like the classic mean cop in certain movies, a dick who breaks people's faces not because they've been proven guilty but because he hates them. Such bureaucrats see *all* the people who are paying their salaries as cheaters they are bound to hound. What is it about life in the bureaucracy that makes a few officials as callous as a grave-digger's palm to the fears and dreams of those who cannot wrap around themselves the security blanket of a government job?

"The rich are different from us," novelist F. Scott Fitzgerald said. Half a century later, the rich are still different from us; but now there's an element among the bureaucracy that's also different from us. Worse, it's an element that really doesn't like us. We are not yet living an Orwellian nightmare in which bureaucrats torture, terrify and brainwash us until we become zombies. But we are closer to living that nightmare than we were only a few years ago, if only by an inch (a word I can still use without risking imprisonment for breaking the laws of metrification). When you are discussing bureaucratic totalitarianism, an inch counts.

ITEM: Janice Petroni of the Ziegfeld School of Dance, Winnipeg, went to a cargo terminal at the local airport to collect costumes that the parents of her students had bought from a New York firm. She'd imported costumes before with no hassle, but this time customs officials told her there was something terribly wrong with them. The labels were law-breakers. They showed the manufacturer's name on the front, and the country of origin on the underside, and that was just no good at all. Didn't she know that regulations stipulated "a conspicuous display" of the country of origin?

Petroni said, in effect, "Aw come on, fellows, nobody's going to sell these costumes in Canada. The parents just picked them out of a catalogue for their kids." Tough bananas. She'd have to remove each label, turn it around, sew it back on. So she did. Like a naughty schoolgirl who must write a promise to be good 200 times in her exercise book, Petroni sat on a metal box in the cargo terminal and re-sewed 200 labels by hand. The task took eight hours. During part of the time, a

customs official kept watch on her, presumably to make sure she didn't try to get away with re-sewing only 199 labels.

"I felt like I was under arrest," she said. "It seems like you give them a little bit of authority and it goes to their heads." She didn't seem to grasp how important it was that each mother, each time she ironed her child's costume, would now see a "conspicuously displayed" reminder that her kid dared to prance around in an outfit that was "Made in U.S.A." What a triumph for Canada Customs!

What was the point of Petroni's ordeal? Customs official Gary Titchkosky said it was to educate her and other importers about the regulations. It was, in short, to make an example of her. What it really exemplified, however, was the inclination of petty bureaucrats to apply the letter of the law to punish a taxpayer who has harmed nobody. "She was treated the same as any other commercial importer," Titchkosky said. "If we start giving certain people privileges, we have a problem on our hands." That's the classic defence of any unreasonable application of law. Arrest that man, he's a jay-walker. But he's blind. Arrest him anyway, he broke the law, we can't play favourites.

ITEM: Caissie Cape, N.B., a fishing village on Northumberland Strait, had to fight the feds just to keep its own beloved name. The Canadian Permanent Committee on Geographical Names didn't think Caissie Cape sounded sufficiently French. New Brunswick has an old habit of Anglicizing names of French communities, and the committee wanted to make sure place names reflected the local culture. So Caissie Cape became *Cap des Caissie*. But even though most Caissie Capers have French as their mother tongue, they disliked the change. Many are Caissies themselves, and the neighborhood also has a few Caseys, the Irish version of the name.

A champion of the old name was Leo Downing. After signs bearing the French monicker for the village went up, Leo circulated petitions that proved 88 of the 89 residents preferred Caissie Cape. Federal and provincial bureaucrats then put their heads together, and the committee buckled. Caissie Cape would remain Caissie Cape. Hurray! "It is evidence that democracy still exists in Canada if you stand together and fight hard," Downing said, and the press celebrated this small seaside triumph of democracy.

That was missing the point. The point was that the government had de-

cided to change a village's name without bothering to discover how the villagers felt. If officials had not made nuisances of themselves — at public expense, and with futile tinkering where they did not belong — Caissie Cape would never have found it necessary to "stand together and fight hard."

ITEM: Ken and Rose Grahame of Kemptville, Ont., make good bread. Indeed, it's historic bread. The Ontario government has declared Grahames Bakery and its century-old wood-fired oven an important part of history. *The Gourmets of Canada* by Sondra Gotlieb recommends the bakery, and by the end of each day the shop has sold everything that the Grahames started to bake at 5:45 a.m.

But their bread, cookies and buns were not good enough for Consumer and Corporate Affairs in Ottawa. It ordered the bakery to convert to metric measure, get labels to list ingredients in French and English, use "12" instead of "a dozen," put a "best before" date on baked goods, and standardize the weight of their pastries. The Grahames measured some of their dough by sight, not scale. They used no preservatives. They sold to only a handful of retailers. They ran a classic small business.

Speaking of the federal directive, Ken Grahame said, "It's crazy. They've got nothing better to do than harass small businessmen." With regard to the "best before" date, he asked, "Best before *what*? We usually have nothing left by mid-afternoon, and neither do the few retailers who buy from us. By the end of the day, there's nothing left." Why couldn't the bureaucrats have left him alone to get along with his 37-year-old family business.

Some of my best friends are bureaucrats. I've known civil servants, particularly in the Canada Council, who were courteous, intelligent, fair, and as hard-working as anyone you'll ever meet in private industry. But why were the customs officers so hard on Petroni, why did Cape Caissie have to endure the name-changing farce, and why did the feds make life miserable for the Grahames? In answer to the last question, a bureaucrat chuckled, "Sometimes we get a little carried away." Yeah, that's what I mean. Sometimes they get a little carried away, and that's one reason why many Canadians have come to regard government not as a service but as an enemy who exacts tribute to finance persecution.

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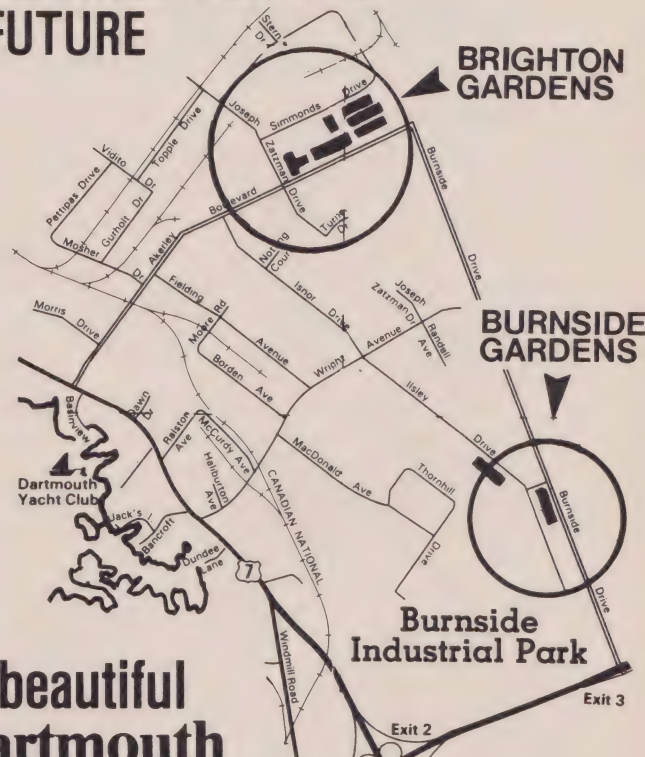
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Looking seriously at offshore safety

Danger is an integral part of offshore work. Too many workers have died already. Now safety management is becoming an industry in itself

By Brent King

Glomar Labrador I. Rowan Gorilla I. Sedco 709. The very names of the oil rigs drilling off the east coast hint at ruggedness, risk, danger. Mother Nature reinforces that image with 80-knot winds, 50-foot waves and awesome icebergs.

What really brought home the dangers offshore, of course, was the Ocean Ranger disaster with the loss of all 84 hands two and a half years ago. There have been other rig mishaps, too. In 1982, the Alexander Kielland lost 123 workers while operating in the North Sea. And, worldwide, there have been dozens of serious accidents reported with hundreds killed. And last December the supply vessel Seaforth Jarl sank off the islands of St. Pierre et Miquelon when its cargo of anchor chain shifted, causing a list. Fortunately, there were no fatalities.

Even a landlubber now knows the offshore risks, and the concern for safety. As for roustabouts, roughnecks and the rest of the rig's crew, the risks put their high salaries in the proper light.

To no one's surprise, then, there's a general tightening up of measures to protect lives and property, both

globally and regionally. On the international front, the minimum construction code for oil rigs is being toughened by the London-based safety committee of the United Nations International Marine Organization.

Here, much hinges on the findings of the Royal Commission on the Ocean Ranger Marine Disaster. Started March 25, 1982, just 10 days after the rig capsized, the commission has so far examined 321 exhibits and produced 14,000 pages of hearings in 88 volumes.

Yet that is only the first phase. Apart from dealing with the Ocean Ranger the commission will also broadly look at safety for the offshore oil industry and make its final recommendations by March.

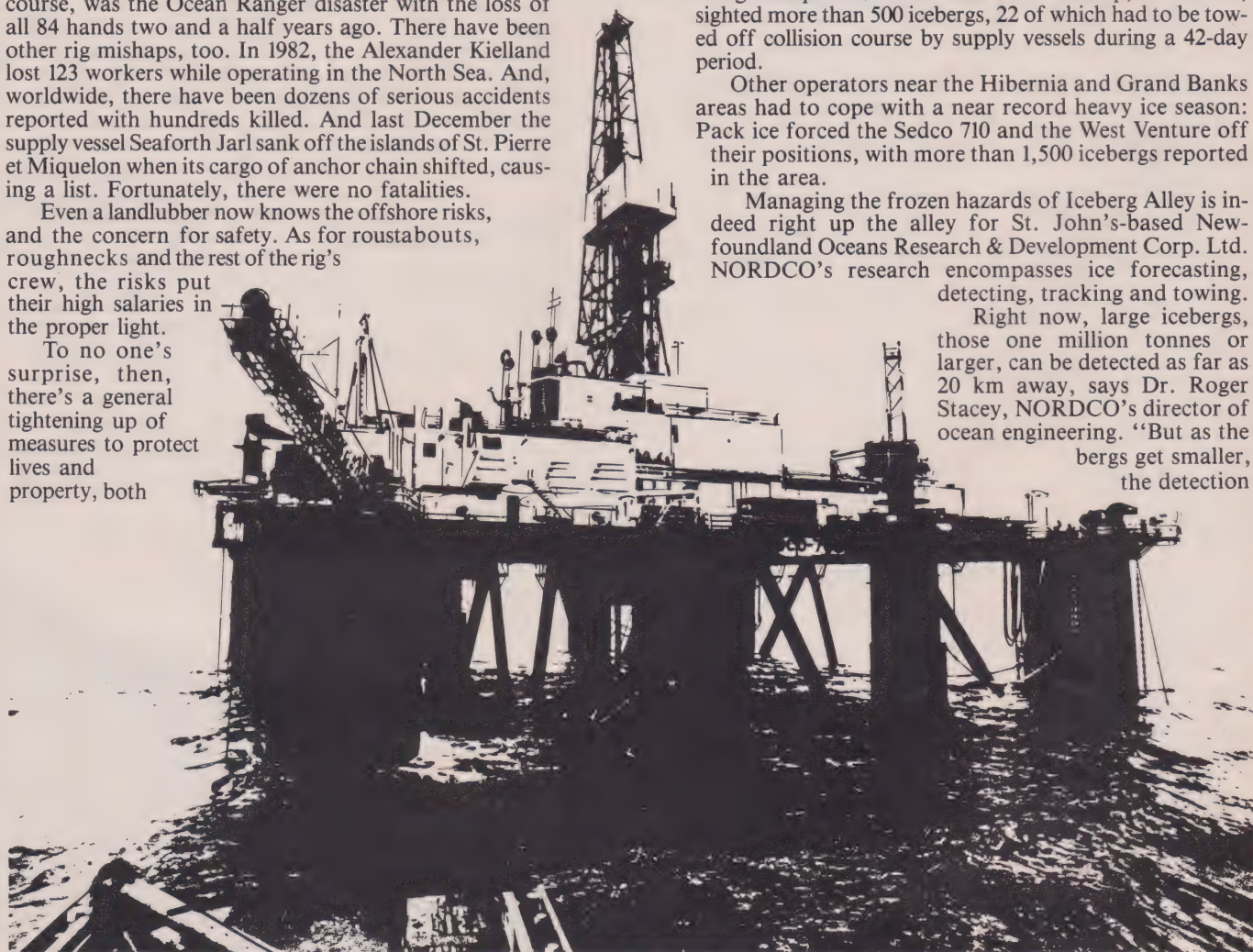
Undoubtedly the commission will look at how ice endangers exploration and how it could affect oil or gas production. Already ice management is a key concern for rigs — and to a lesser degree for drillships — working along the coasts of Newfoundland and Labrador.

Last year, for example, Mobil Oil Canada Ltd. flew 150 aerial reconnaissance flights covering 2.5 million sq. km. on the lookout for icebergs and pack ice. Petro-Canada's drillship, Pacnorse I, sighted more than 500 icebergs, 22 of which had to be towed off collision course by supply vessels during a 42-day period.

Other operators near the Hibernia and Grand Banks areas had to cope with a near record heavy ice season: Pack ice forced the Sedco 710 and the West Venture off their positions, with more than 1,500 icebergs reported in the area.

Managing the frozen hazards of Iceberg Alley is indeed right up the alley for St. John's-based Newfoundland Oceans Research & Development Corp. Ltd. NORDCO's research encompasses ice forecasting, detecting, tracking and towing.

Right now, large icebergs, those one million tonnes or larger, can be detected as far as 20 km away, says Dr. Roger Stacey, NORDCO's director of ocean engineering. "But as the bergs get smaller, the detection



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distance drops drastically and you have to rely ultimately on eyeball."

Smaller chunks, he explains, can be "cleared out" by using the propeller wash of a supply vessel where the agitated water churns them out of the way. Once they get so big, it's time for the rodeo approach. A supply vessel encircles the berg, lassoes it with cable and hangs tough until it changes its drift. "The shape of the berg, whatever the size, can make a big dif-

field-sized concrete production platforms some years down the road.

George Warren, a director of North Atlantic, says the structures are very safe. "They're bottom-founded, heavily ballasted (the base is made up of airtight and watertight silos capable of storing up to 1 million barrels of oil) and designed to take 100-year storms and 100-foot waves, which are extreme."

Even so, there is no room for smugness when it comes to the safety of the 240 people that a platform would house. "It probably will be overdesigned," Warren says, "there are still some unknown factors with the North Atlantic."



MANNY BUCHHEIT

Firefighter on Sedco 709: Reducing the risk of disaster

ference," Stacey says. When one of those ice mountains rears up and overturns, it's best to hightail it.

When it comes to fending for itself, a drillship is one up on a rig. It's able to keep itself "dynamically positioned," or accurately stationed over a drill hole using its hull thrusters which are triggered by computer and guided by satellite. Should ice or storms threaten, it can cease drilling and sail away.

Things are quite different for an anchored semi-submersible rig. The drilling platform rests atop water-ballasted pontoons and to get free could take hours depending on what the rig is doing and what the weather is like.

As for the oil production platforms of the future, there's some question as to whether they'll be floating or concrete ones fixed to the bottom. North Atlantic Contractors of Corner Brook is a limited partnership that includes the Lundrigan Group. It hopes to build football

Design and technology are one thing. But much of the safety precautions depend on the offshore personnel, their experience and training. After the Ocean Ranger disaster, Newfoundland called for mandatory safety and survival courses.

One such program is offered by the College of Fisheries, Navigation, Marine Engineering and Electronics in St. John's. There, in a 10-day course called Basic Offshore Survival Training, students learn the fundamentals of firefighting, practise getting into survival and immersion suits, run through evacuation drills and experience escaping from a mockup of a ditched helicopter.

College Vice-President Leslie O'Reilly says that two dozen students graduate every session from the \$1,000-per-student program. He lists the other skills taught: use of self-contained breathing apparatus; distress signals; cardiopulmonary resuscitation (CPR);

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how to prevent cold water shock (hypothermia); and what to do in case of a blowout or collision.

Similarly, the Petroleum Industry Training Service in Halifax offers intensive safety training with a package of specialized programs aimed at oil rig workers. Regional manager Graham Langley says that about 900 workers went through the course in 1983 and he hopes to have the rest trained by next spring. Oil companies pay \$2,000 for each employee who takes the course.

Some workers, such as those designated as fire brigades or those who work on the supply vessels, take further specialized training. Since each rig must have a supply vessel on standby at all times, supply workers learn first aid, how to operate the fast rescue craft (a water-jet propelled launch with steel hull and inflatable sides) and what part they would perform in an emergency. Vessel operators also go through a sea exercise where dummies are dropped overboard from the rig and have to be rescued and evacuated by helicopter.

Helicopters, although one of the hazards, are also one vital rescue measure. Normally used for ferrying crew changes, a chopper can speed a casualty to shore hospital when needed. Weather permitting, they're by far the fastest. Their flight time to the Sable Island area is an hour and a

half, whereas it's a 12-hour cruise for the Canadian Coast Guard.

Sable Island's air role is being upgraded with the setting up of an emergency base. Bill Parsons, district manager of the Coast Guard's Dartmouth base, says preparations include building another lighted helicopter landing pad, a fuelling station, and the laying in of rations, sleeping bags and portable toilets. In addition to existing buildings, there would be a Quonset hut set up. "It would be a transient area, just to grab people off the rigs temporarily," he says. "It could accommodate up to 300 people for several days in case of a storm."

The Canada Oil and Gas Lands Administration's 1983 annual report — COGLA is Ottawa's lead agency for overseeing oil and gas exploration — recorded lost-time accidents from the rigs offshore Nova Scotia of 0.1 for every 1,000 metres drilled, down from 1.6 in 1982. For Newfoundland and Labrador areas, the lost-time accidents were 1.8 last year, vs. 0.72 the year before. There were no fatalities on the working rigs.

"The accident record clearly shows that the petroleum industry, including Mobil, has an 'acceptable' safety record," says the Socio-Economic Review Panel which analysed Mobil's Venture development proposal. However, it continues, "'acceptable' merely means the accident record is no better than some nor worse than other industries heretofore accepted in Nova Scotia."

The rig operators are not oblivious to such criticism. Witness a couple of their undertakings. Last year, Bow Valley In-

dustries Ltd. completed a \$1.4 million, 14-month training program for some workers on its rigs. Canterra Energy Ltd. gave an in-depth orientation program to 40 people on the drillship Petrel.

And while the operators were not keen to discuss their safety concerns publicly, they have studied it amongst themselves, probably most systematically in their 1983 Offshore Safety Task Force Report. It found shortcomings — admittedly findings were based on operations as of 1982.

Some of the gaps back then? The task force found that the federal and provincial agencies "are applying different acts and enforcing certain conflicting and overlapping regulations."

What's more, equipment for survival and rescue was found to be inadequate in severe weather. There was a lack of standardization of safety training within the industry with only informal co-ordination between the operators. Elsewhere, the task force found that evacuation drills had become routine with few debriefing sessions.

Of six companies' emergency plans studied, all had deficiencies, although they generally met COGLA's guidelines. There was no one common set of instructions, directions and signals among the operators and other search and rescue bodies.

"The lack of clarity and conciseness of some plans regarding roles and responsibilities of individuals, and their having no formal method of training, also hampered the total effectiveness of the plans," the task force says. ■

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WHERE THE WORLD IS AT HOME™



Entrepreneurs . . . entrepreneurs

Living by your wits isn't easy, but it beats pounding the streets. More and more Atlantic Canadians are doing it. Here are a few

By Lorri Neilsen

If you're prepared to lose thousands of dollars in a single day, juggle 20 projects in the same week, wait three months for a paycheck, and cold-call strangers to sell your services, maybe the life of an entrepreneur is for you.

It's a way of life chosen by more Canadians yearly. Ranks of well-educated baby boomers who couldn't get a job are walking the streets, casualties of the recession, victims of corporate and government "negative expansion."

Pounding the street has made some lose faith of heart, but it has made others street smart and determined to make it on their own. Some, in fact, have abandoned warm bureaucratic offices and good salaries just for the challenge of controlling their own destinies.

Highly skilled, confident, willing to take chances but unwilling to take orders, the number of self-employed in Atlantic Canada choosing to live by their wits is growing. Being an entrepreneur means taking risks, but they're calculated and informed risks based upon good instincts about what people want. Following are the encouraging stories of some Atlantic Canadian entrepreneurs who know what sells.

As head of Enerscan Engineering, a Halifax company which specializes in energy audits, Dale Robertson says: "We consult in energy conservation, building management, architecture and thermography, but basically our product is people's money. In the Atlantic Provinces, where energy costs are high, the incentive to save money going up the smokestack is that much greater."

Reducing one client's fuel consumption from 230 to 130 thousand litres in 18 months and often giving free advice quickly sold the 27-year-old engineer's reputation for good service. Since 1981, contracts with all levels of government and most businesses from downtown Barrington Street to the water have doubled Enerscan's profit yearly.

A former armed services employee who trained in Kingston, Ont., Robertson has an air of constrained energy and confidence when he talks. Ideas he is itching to try are kept in a large notebook on his desk. To date, he has hired a half-dozen professionals and plans to move to larger quarters.

After helping to cut down what he

calls "horrendous waste" in energy at such Department of National Defence locations as CFB Halifax, he left the services amicably because he saw Halifax "on the verge of expansion. I wanted to be part of the future development."

"I've learned from taking risks," Robertson says, "but also by staying with what I know." For one of Enerscan's first energy audits Robertson knew well enough to suggest to the client, "Don't pay me consulting fees. Just give me 50 per cent of the money you save in energy in the first year."

"But my client was smart," says Robertson. "He paid the fees."

Waiting for those fees to pour in, however, can throw cold water on the romance and glamour of being master of your own fate. Living as a freelance entrepreneur can mean going from flat broke to flush in a single phone call.

You have to plant enough seeds in the business community and keep them watered. Invariably, something sprouts. Leslie Rich, convention planner and owner of Your Host Convention Services, Ltd., says, "I'm always amazed. Just as I finish a project and start wondering when the next one will come in, I get a new lead on a new contract. It never fails."

That's not luck, however; that's careful planning and the wits to know that advertising your business is an ongoing process of making and keeping yourself known.

Nine years in the tourism and travel business in Halifax gave Rich the contacts and the wide experience to strike out on her own. But she had no choice; her last job folded underneath her in 1980 and she didn't want to move back to California from where she came originally.

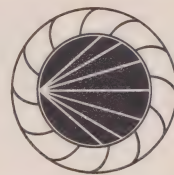
"I love the area and the people," she says. The news of a new convention centre raised her hopes for certain success.

"Delaying the opening of the convention centre was actually the best thing to happen to my business," Rich says. "I realized then that my services were not tied to a facility, that I could survive nicely in the current market." Rich has proven that in a few short years with contracts for exhibit programs, tours, meetings, conventions and registration services.

Rick Gordon of Moncton knows how to keep his presence felt even if no one knows his name. The voice of the broadcaster-turned-advertising-freelancer directs hundreds of people daily at CN Marine ferry crossings.

But while his mellow-sounding FM tones are wafting over the sea of cars, Gordon, 37, will be in Moncton wrapping a jingle for a car dealership, booking television advertising time, writing copy, or meeting with the province's Department of Tourism.

Like most freelancers who subscribe to the "lean and mean" ethic, Gordon conducts business out of his home to keep overhead low. "We all have to feed the cat," he says, referring to his 13-year-old daughter and Larry McCaw, Gordon's only employee.



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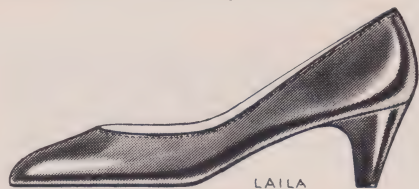
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STRICTLY BUSINESS

The basement is a radio and television audio production facility specifically designed to meet the growing local demand from hotels, video stores, and nightclubs for his customized commercial jingles. Profits are up 80 per cent from 1983.

Gordon got the entrepreneurial bug over eight years ago when, still employed at a local radio station, he had to form his own company in order to charter jets to Nashville for Grand Ole Opry fans. But it wasn't until 1981, alone in Houston on one of the trips, that Gordon decided he preferred to "earn my own grey hairs, not someone else's."

"At the time, the economy was in the dumps. But I place more value in being happy doing what I'm doing."

As a small business entrepreneur, you need a buoyant economy to thrive, but if you have a high technology idea whose time has come, you can ride any economic storm.

For John Currie, the idea was a microwave landing system for airports, and the technological breakthrough promises to give a boost to the Cape Breton economy.

Seven years ago Currie was working in Boston with Dr. Maurice Myers when Myers developed a prototype for a landing system to replace the costly Instrument Landing System (ILS) now used in most airports.

Myers' Microwave Landing System (MLS) overcomes the limitations of ILS by being more lightweight and inexpensive. The flexibility of its performance makes it easier to guide the landing of aircraft in mountain terrain, on northern landing strips and on offshore drilling rigs. "The high-risk part of the development is now completed," says Currie. "We're taking orders now for delivery at the end of 1985."

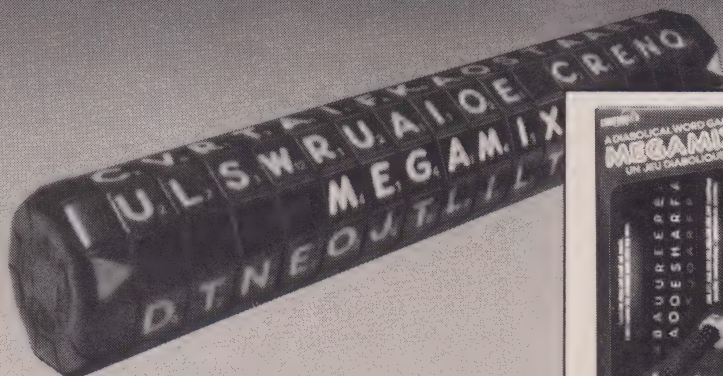
Because of a United Nations directive that requires ILS to be replaced by MLS in certain airports by 1995, the orders to deliver the new system will be coming from around the globe.

Sydney business people and the Nova Scotia government have helped launch Currie's Micronav, Ltd., into the world marketplace. But Currie, an American citizen, plans to stay in Sydney. "My parents were from here," he says. "It just seemed natural to want to come home."

A trip home to Prince Edward Island on holidays last summer convinced Cathy Rose, a dental technician, that she was, above all, "an Islander. I wanted to stay home," says the 27-year-old single mother.

Rose, who had been working in an orthodontic laboratory in Calgary, approached P.E.I. dentists with the idea of opening her own laboratory on the Island and building custom orthodontic appliances. The response was positive and in February of 1984 Rose opened her lab in West Royalty Industrial Park.

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In six months, the number of dentists ordering from Creative Esthetic Orthodontic Services grew eightfold and by the end of 1984 her staff will double. Right now, Rose's only competitor is in Halifax.

But like most successful entrepreneurs, Cathy Rose is not complacent. She attends orthodontic-related courses regularly in Boston, Buffalo and Halifax, and plans to earn her dentistry degree someday. That's a lesson in excellence that failed entrepreneurs didn't heed: Not only do you have to get good, you have to stay good.

Charlie Oliver likes working with women for that reason. "Women are the up and coming entrepreneurs," says Oliver. "They are usually experts in their field when they start up and they listen carefully to the business advice they need to run the operation successfully."

"Not only do you have to get good, you have to stay good"

At this moment, 15 to 20 companies in Newfoundland — run by both men and women — are riding on the strength of Charlie Oliver's advice. He calls himself a "small-time venture capitalist," but the largest shingle he hangs out is "freelance small business consultant," owner of Consult Associates, Ltd.

His success stories include a graphic arts studio, an "esthetic salon" and a physiotherapy clinic which Oliver, 31, says is "the most satisfying so far." Within nine months of starting up, the two-woman company, Nova Physiotherapy, had to move to larger facilities.

Oliver also has a hand in a real estate business, owns two chiropractic clinics, packages tax shelters and, in his spare time, works on the development of a ski hill 200 kilometres from St. John's. His former work with Canada Mortgage and Housing Corporation will help Oliver in running two studies for Mobil Oil on the implications of the Hibernia oil development on housing and on municipal government and finances.

Charlie Oliver, the entrepreneur's entrepreneur, embodies that intangible quality shared by these Atlantic Canadians living by their wits. And Oliver can't sell it to you at any price.

It's the reason he could never go back to work for the government. "In the bureaucracy," says Oliver, "there was no incentive, except perhaps money. But money isn't enough. I want to go where the risk is."



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STRICTLY BUSINESS

How to do it: Books for budding business people

Reviewed by Lorri Neilsen

MAVERICK: SUCCEEDING AS A FREE-LANCE ENTREPRENEUR by Geoffrey Bailey. Toronto: Lester and Orpen Dennys, Ltd. 182 pages. \$9.95.

In the Middle Ages, a free lance was a knight with no allegiance, who sold his military skill for a fee and then moved on. You won't find today's growing army of freelancers on horseback.

You will find them designing a brochure, analyzing the stock market, taking photographs, buying others Christmas gifts, writing computer manuals, or consulting with engineers on an oil rig.

They can be fifteen or fifty, making a hundred dollars a year or a hundred

thousand. Although they are considered mavericks for having struck out on their own, their numbers are increasing so rapidly that a freelance entrepreneur in the 1990s may be as common as the "organization man" of the '50s.

In *Maverick*, Geoffrey Bailey reveals the secret of the freelancer's success. Certainly, he admits, an entrepreneur has determination, talent, a logical mind, some business sense and self-discipline, a head for basic figures, and a love of working alone.

But, he warns, those traits aren't enough: "Those most prone to philosophize about freelancing are least likely to succeed at it. 'The nuts-and-bolts brigade'... know how what they do works. They know the function of what they do; where the people who will buy their products are; and how much to sell it to them for."

For this reason, Bailey's "nuts-and-bolts brigade" may not need this book; they already have the acumen and

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Our exhibition is meant primarily for the businessman and company involved in the Industrial Sectors, Construction, Off-shore Developments, Marine Industries and all types of related Supplies, Sales and Services. Excitement on the off-shore scene has been picking up again in recent months and it looks as if St. John's is finally on the brink of a great deal of growth and development.

Projections are for at least 12,000 visitors, with 35% of booth space going to mainland companies anxious to do business in Newfoundland. Don't miss it!

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Maverick 
succeeding
as a free-lance
entrepreneur
**Geoffrey
Bailey**

Contains
valuable
Canadian tax
information
for the self-
employed.



tenacity that sets them apart from the Walter Mittys of the world.

Freelance entrepreneurs who want to fill in the gap, however, can gain from this readable resource chock-a-block with wit and wisdom from Bailey himself and from the freelancers he's interviewed. Through detailed case histories, the book provides guidelines for fee setting, subcontracting, tax planning, and incorporation in Canada and includes an extensive list of suggested readings.

Either Bailey has chosen fascinating personalities to offer their insights or freelancers themselves are a rare breed. Both are probably true, but in any case, this book should inspire a little awe for the solo knight in business armour. After all, anyone who chooses freedom over security in the face of a shaky dollar and rising interest rates deserves a little respect.

The Great Nova Scotia
**APPLE
COOK BOOK**



A supplement to Atlantic Insight,
October 1984

Serving Agriculture & the Food Industry

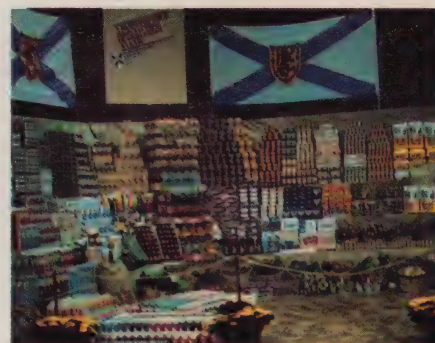
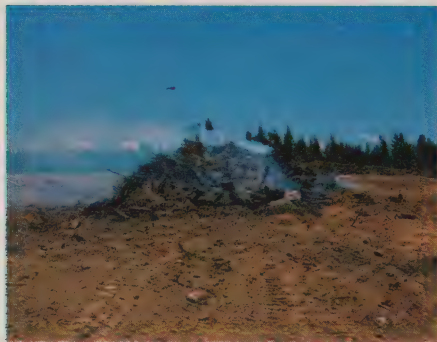
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Honourable Roger Bacon
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Salads & Soups

Apples can add a fresh look, and taste, to the start of your next meal. And while you are probably familiar with apples in salads — the Waldorf salad, for example — fruit soups could be a bright, new family treat.

CHICKEN FRUIT SALAD

3 cups diced cooked or canned chicken
1 cup diced unpared red apples
1 cup pineapple tidbits, drained
1 cup diced grapefruit sections, drained
Mayonnaise
Water cress

Combine chicken with apples and well-drained pineapple tidbits and grapefruit. Mix well. Add enough mayonnaise to hold ingredients together. Serve on water cress with additional mayonnaise, if desired. Makes 8 servings.

DUTCH SALAD

1 cup (about) diced cooked veal or beef
1 large sour pickle, minced
1 large apple, peeled and diced
1 cup diced cooked potatoes
1 small onion, minced
1 tablespoon vegetable oil
1½ tablespoons vinegar
2 tablespoons mayonnaise

Combine first 5 ingredients. Mix oil, vinegar and mayonnaise; add to meat mixture; mix well. Garnish with mayonnaise, sliced hard-cooked egg and shredded pickled beets. Makes 4 servings.

WALDORF SALAD SUPREME

4 cups cubed unpeeled red apples
2 cups sliced celery
1 cup broken walnuts
1 cup dairy sour cream
½ cup mayonnaise
¼ pound blue cheese, coarsely crumbled
Crisp salad greens

Combine apples, celery and walnuts. Blend sour cream and mayonnaise; stir in blue cheese. Pour over apple mixture; toss until all ingredients are well mixed. Serve on crisp salad greens. Makes 8 servings.

APPLE SHRIMP SALAD

2 cans (7 ounces each) deveined jumbo shrimp
2 medium onions
2 red apples
Lettuce
Water cress
Caper Mayonnaise*

Drain and rinse shrimp. Slice onions; separate into rings. Core apples; slice. Arrange salad greens on 4 serving plates. Place slices from ½ apple in center of each plate, peel side up. Arrange shrimp and onion rings around apples. Makes 4 servings.

*Caper Mayonnaise:

¾ cup mayonnaise
2 tablespoons capers
Combine and serve.

FISHERMAN'S LUCK SALAD

2 cups cooked flaked fish
½ cup sliced stuffed olives
1 cup diced celery
⅓ cup tartar sauce
⅓ cup mayonnaise
2 red apples
Lettuce
Water cress

Combine fish, olives, celery, tartar sauce and mayonnaise. Core apples; do not peel; slice thin; add. Toss thoroughly to mix. Serve on lettuce and water cress. Makes 6 servings.

LAST-OF-THE-TURKEY APPLE SALAD

3 red apples
1 small Bermuda or Spanish onion
4 stalks celery, sliced
2 cups diced leftover turkey
Bottled Italian salad dressing
Leftover stuffing
Mayonnaise
Iceberg lettuce

Core apples; do not pare; cut into cubes. Slice onion; separate into rings. Combine apples, onion, celery and turkey. Add enough salad dressing to coat. Mix stuffing with enough mayonnaise to hold together; shape into small balls. Cut lettuce crosswise into 4 slices. Place lettuce slices on individual salad plates; top with salad mixture; garnish with stuffing balls. Makes 4 servings.

SEABOARD APPLE SALAD

2 cups cooked flaked white fish (cod, haddock, halibut or flounder)
1 cup thinly sliced celery
½ cup diced green pepper
2 tablespoons pickle relish
Curry Dill Dressing*
2 red apples
Pimiento strips

Combine fish, celery, green pepper, pickle relish and half the dressing. Core apples; do not pare; slice thin. Add at once to fish mixture and toss to mix. Serve in individual salad bowls on crisp greens with remaining dressing. Garnish with pimiento strips. Makes 4 servings.

*Curry Dill Dressing:

1 cup vegetable oil
⅓ cup vinegar
1 teaspoon paprika
1 or 2 teaspoons curry powder
Few drops Tabasco
¼ teaspoon Worcestershire sauce
½ teaspoon ground dill seed
½ teaspoon sugar

Combine all ingredients; beat well with rotary egg beater just before serving.

APPLE SALAD NEPTUNE

¼ cup cider vinegar
½ cup vegetable oil
½ teaspoon salt
Few grains pepper
½ teaspoon sugar
4 tart apples
2 cups diced lobster meat, cooked or canned
1 pound jumbo shrimp, cooked, shelled and deveined
Salad greens
Mayonnaise

Combine first 5 ingredients; blend well. Core apples, slice thin (do not peel). Drop apple slices into oil mixture as they are sliced. Add lobster and shrimp; toss to coat with oil mixture. Drain off excess oil. Arrange on salad greens. Serve with mayonnaise. Makes 6 servings.

APPLE HAM SALAD

4 red apples
1 tablespoon lemon juice
1 cup cold water
2 cups diced cooked ham
⅔ cup sliced celery
½ cup French dressing
½ cup crumbled blue cheese
Salad greens

Core apples, do not pare; cut in ½ inch cubes. Combine lemon juice and water; pour over apples; drain. Combine apples, ham, celery and French dressing; toss to mix. Add blue cheese; serve on crisp salad greens. Makes 6 servings.

APPLE LIMA SALAD

3 red apples
½ pound process American cheese
2 cups cooked dry lima beans
1 cup sliced celery
Salad greens
½ cup mayonnaise
½ cup dairy sour cream

Core apples; do not peel. Cut crosswise into rings, then into bite-size pieces. Cut cheese into "sticks" about 2 inches long and ¼ inch wide. Combine apples, cheese, lima beans and celery. Arrange in a salad bowl with crisp greens. Combine mayonnaise and sour cream; toss with salad ingredients or serve separately, as preferred. Makes 6 generous servings.

APPLE LOBSTER SALAD

1 Bermuda or Spanish onion
4 apples
1 cucumber
2 cans (5 ounces each) lobster meat
Crisp salad greens
1 cup mayonnaise
½ cup dairy sour cream
½ cup chili sauce
2 tablespoons chopped ripe olives
1 tablespoon pickle relish

Slice onion; separate each slice into rings. Core unpeeled apples; slice. Score unpeeled cucumber; slice thin. Combine

onion rings, apple slices and cucumber slices. Cut lobster meat into chunks; add. Arrange on crisp salad greens. Combine remaining ingredients for dressing; serve separately. Makes 6 to 8 servings.

APPLE MEDLEY SALAD

2 cups thinly sliced cooked potatoes
6 slices crisp bacon, crumbled
1 cup diced cooked ham
1 cup diced Cheddar cheese
4 large red apples
1/2 cup bottled Italian salad dressing
3 anchovy fillets, minced
Mayonnaise
Salad greens

Combine potatoes, bacon, ham and cheese. Core apples; do not pare; slice thin. Combine salad dressing and anchovies; toss with apples; add to potato mixture. Toss to mix, with mayonnaise to taste. Serve on crisp salad greens. Makes 6 servings.

APPLE AVOCADO SALAD

2 tart red apples
2 tablespoons lemon juice
1 cup sliced celery
1/4 cup chopped pecans
1/2 cup seeded white grapes
1/2 cup miniature marshmallows
Salt and pepper
1/2 cup mayonnaise
2 or 3 avocados
Iceberg lettuce

Cube apples; sprinkle with lemon juice. Combine celery, pecans, grapes, marshmallows and drained apple cubes. Season; toss lightly with mayonnaise. Cut avocados in half; remove stones; fill with apple mixture. Serve on chipped ice, if desired, with crisp salad greens and extra mayonnaise served separately. Makes 4 to 6 servings.

APPLE CHEESE SALAD

2 cups diced unpeeled red apples
1 cup thinly sliced celery
3/4 cup pineapple tidbits, drained
1/2 cup cubed Cheddar cheese
1/2 cup Russian dressing

Combine all ingredients. Toss until well coated with dressing. Serve on lettuce, if desired. Makes 4 generous servings. Serve with soup and hot French bread for luncheon or supper.

APPLE CHICKEN SALAD

2 cups diced cooked or canned chicken*
1 cup sliced celery
1/2 cup sliced pitted black olives
3 red apples
1/2 cup mayonnaise
1/2 teaspoon rosemary
1/4 cup dairy sour cream
Salad greens

Combine chicken, celery and olives. Dice apples without peeling them. Combine mayonnaise, rosemary and sour



cream; add apples and chicken mixture. Toss to coat evenly. Line individual salad bowls with salad greens. Heap apple mixture in center. Makes 4 to 6 servings.
*Or leftover turkey.

CURRIED APPLE SOUP

2 large sweet onions, coarsely chopped
1/4 cup butter or margarine
2 tablespoons curry powder
2 tablespoons cornstarch
1/4 cup cold water
6 envelopes instant chicken broth mix
1 quart hot water
4 egg yolks, slightly beaten
1 cup whipping cream
2 apples, peeled, cored and chopped fine
Juice of 1 lemon
Salt and freshly ground black pepper
Thin slices unpeeled red apple

Cook onions in butter until soft but not brown. Stir in curry powder. Blend cornstarch and cold water; add. Dissolve instant broth mix in hot water; add. Stir over low heat until slightly thickened and clear. Add a little of the hot mixture to egg yolks; return to remaining hot mixture; cook and stir about 1 minute. Add cream. Remove from heat. Add diced apples. Put through electric blender or press through food mill of fine sieve. Add lemon juice. Season to taste with salt and pepper. Serve hot or chilled, garnished with thin slices of unpeeled red apple. Makes 8 servings.

DANISH APPLE SOUP

1 pound tart apples
5 cups water, divided
Grated peel of 1 small lemon
1 teaspoon cinnamon
1/2 teaspoon salt
3 tablespoons cornstarch
2 tablespoons sugar
1/2 cup white Tokay wine
Zwieback (optional)

Core apples; quarter; do not pare. Cook in 2 1/2 cups of the water until soft. Add lemon peel and cinnamon. Put through food mill or sieve. Add remaining water and salt. Blend cornstarch with

a little cold water; add to soup; cook, stirring, until slightly thickened and clear. Cook 10 minutes longer. Add sugar (amount depends on tartness of apples, but soup should not lose all its tart flavor). Add wine. Serve hot. If desired, pour over crushed Zwieback in soup plates. Makes 8 generous servings.

ONE-OF-A-KIND SOUP

1 medium potato
1 medium onion
1 cucumber
1 celery heart with leaves
1 tart apple
1 teaspoon salt
1 pint chicken stock
1 cup light cream
1 tablespoon butter or margarine
1 scant teaspoon curry powder
Few grains pepper
Chopped chives

Peel and chop vegetables and apple. Add salt to chicken stock; add chopped vegetables and fruit; simmer until tender. Put through food mill or fine sieve, or blend in electric blender, until smooth. Stir in cream, butter, curry powder and pepper. Chill thoroughly. Sprinkle with chopped chives. Makes 6 servings.

CREAMY APPLE SOUP

1/4 cup butter or margarine
1/4 cup minced onion
2 pounds tart apples
2 cups hot water
4 instant chicken bouillon cubes
1/4 teaspoon ginger
1/8 teaspoon nutmeg
2 tablespoons quick-cooking rice cereal
1 can (1 pound) pineapple juice

Melt butter or margarine in saucepan. Add onion; cook 2 minutes. Pare, core and cut up apples; add to saucepan with water, chicken bouillon cubes and spices. Cover; bring to boil; cook 10 minutes or until apples are soft. Add cereal. Put through food mill or sieve, or blend half at a time for 1/2 minute in electric blender. Return to saucepan. Add pineapple juice. Bring to boil; simmer 5 minutes, stirring frequently. Serve hot or chilled, with chopped parsley and croutons. Makes 6 servings.

APPLE CHEESE SOUP

1 can (10 1/2 ounces) condensed cream of chicken soup
1 soup can milk
1 cup grated sharp Cheddar cheese
2 tart apples, diced
1 teaspoon instant onion
1 teaspoon sugar

Combine all ingredients in saucepan; stir over low heat until cheese melts. Blend in electric blender or beat with electric mixer until smooth. Serve hot, garnished with dairy sour cream and additional grated cheese. Makes 3 servings.



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AIR CANADA



Entrées

You could well be surprised by the apple's versatility, so appetizingly presented in the following recipes. Chopped apple, apple rings, crunchy bits of apple, apple slices — right here you'll find some new family favourites.

APPLESAUCE MEAT BALLS

- $\frac{3}{4}$ pound finely ground lean beef
- $\frac{1}{4}$ pound ground pork shoulder
- $\frac{1}{2}$ cup fine soft bread crumbs
- 1 egg
- 1 cup unsweetened applesauce
- 2 tablespoons grated onion
- 1 teaspoon salt
- $\frac{1}{8}$ teaspoon pepper
- $\frac{1}{3}$ cup ketchup
- $\frac{1}{4}$ cup water

Combine all ingredients except ketchup and water; mix lightly. Form into 2-inch balls. Brown in hot vegetable oil. Place browned meat balls in baking dish. Combine ketchup.

APPLE MEAT LOAF

- $2\frac{1}{2}$ pounds lean beef, ground
- $1\frac{1}{2}$ cups packaged stuffing mix
- 2 cups finely chopped apples
- 3 eggs
- 2 teaspoons salt
- 2 tablespoons prepared mustard
- 1 large onion, minced
- 3 tablespoons prepared horseradish
- $\frac{3}{4}$ cup ketchup

Combine all ingredients; mix thoroughly. Pack into greased loaf pan $8'' \times 5'' \times 3''$. Bake at 350° for 1 hour and 15 minutes.

EAST INDIAN LENTEN CURRY

- 1 large sweet onion, sliced thin
- 3 medium tart apples, chopped
- 2 tablespoons butter or margarine
- 1 tablespoon curry powder
- 1 tablespoon sugar
- 1 tablespoon vinegar
- 2 cans ($11\frac{1}{4}$ ounces each) condensed green pea soup
- 1 cup water
- 9 hard-cooked eggs, halved

Cook onion and apples in butter or margarine until soft but not brown. Combine curry powder, sugar and vinegar; stir into onion-apple mixture; cook 5 minutes. Combine soup and water; add. Simmer 15 minutes. Add eggs; heat through. Serve with parslied rice and curry accompaniments such as peanuts, chutney, coconut and raisins. Makes 6 servings.

ENGLISH LAMB CHOPS WITH APPLE CURRY SAUCE

- 2 tablespoons vegetable oil
- 1 large sweet onion, thinly sliced
- 2 cups chopped apples
- 3 tablespoons flour
- 1 teaspoon salt
- $\frac{1}{4}$ teaspoon pepper

- 2 tablespoons curry powder
- 2 cups chicken broth
- 1 tablespoon lemon juice
- $\frac{1}{2}$ cup flaked coconut
- 6 English lamb chops*
- 4 cups hot parslied rice

Heat oil in frying pan. Cook onion and apples in oil over low heat until tender but not brown. Combine flour, salt, pepper and curry powder; blend in. Add broth and lemon juice. Cook and stir over low heat until slightly thickened. Cover; cook 20 minutes, stirring often. Add coconut. Meanwhile broil lamb chops to desired degree of doneness (15 to 20 minutes), turning once, with surface of meat 3 to 4 inches below source of heat. Serve chops on hot parslied rice with curry sauce on the side. Makes 6 servings.

*Have double lamb chops boned and rolled around lamb kidneys at your meat market.

HAM SLICE WITH APPLES

- 1 slice ready-to-eat ham, 1 inch thick
- Powdered cloves
- Powdered cinnamon
- 1 can (20 ounces) pie-sliced apples or 3 cups fresh apple slices
- $\frac{1}{2}$ cup firmly packed brown sugar*
- $\frac{1}{2}$ cup water

Slash fat on ham slice at 1-inch intervals. Brown on both sides in hot frying pan. Sprinkle lightly with spices. Drain apple slices; arrange on ham. Sprinkle with brown sugar. Add water to frying pan; cover. Simmer 15 minutes, if canned apples are used; 30 minutes for fresh apple slices. Makes 6 servings.

*If tart fresh apples are used, increase sugar to $\frac{3}{4}$ cup.

APPLE-CHICKEN STEW

- 3 chicken breasts (or 6 halves)
- 6 chicken legs
- 4 cups cold water
- 2 teaspoons salt
- $\frac{1}{4}$ teaspoon pepper
- 1 bunch carrots
- 3 medium apples
- 1 can (1 pound) boiled onions
- $\frac{1}{4}$ cup flour
- $\frac{1}{2}$ cup cold water
- 1 green pepper, diced

Cover chicken pieces with 4 cups cold water. Bring to boil. Add salt and pepper. Lower heat to simmer. Scrape carrots; cut in 2-inch pieces; add. Simmer $\frac{1}{2}$ hour. Core and peel apples; cut in eighths; add with drained onions; simmer $\frac{1}{2}$ hour longer or until all ingredients are tender. Strain off broth; measure 3 cups. Blend flour and $\frac{1}{2}$ cup cold water; add to broth; cook and stir over low heat until thickened. Pour over chicken and vegetables; add green pepper. Reheat. Makes 6 servings.

CHICKEN McINTOSH

- 2 cups diced leftover chicken
- 2 cans ($10\frac{1}{2}$ ounces each) chicken gravy
- 3 cups cooked buttered rice
- $\frac{3}{4}$ cup chopped peanuts
- 1 cup cubed, unpeeled red apples

Combine chicken and gravy; heat. Meanwhile, combine rice and peanuts. Pour chicken into serving dishes; add apple cubes. Serve with peanut rice. Makes 4 servings.

SHERRIED CHICKEN AND APPLES

- 2 or 3 large red apples
- 1 tablespoon lemon juice
- $\frac{1}{4}$ cup dry sherry
- $\frac{1}{4}$ cup firmly packed brown sugar
- Flour
- $\frac{1}{2}$ cup butter or margarine
- Sugar and cinnamon

Core apples but do not pare; cut in sixths. Combine lemon juice, sherry and brown sugar; pour over apple wedges and let stand 1 hour. Drain apple wedges; dip in flour. Fry slowly in butter, turning once, until golden brown and tender. Sprinkle with sugar and cinnamon. Serve hot, with chicken. * Makes 4 servings.

*Chicken:

- $\frac{1}{2}$ cup flour, divided
- 1 teaspoon paprika
- 1 teaspoon salt
- $\frac{1}{4}$ teaspoon pepper
- 1 frying chicken (about $3\frac{1}{2}$ pounds, cut up)
- $\frac{1}{4}$ cup vegetable oil
- $\frac{1}{2}$ cup apple cider
- $\frac{1}{4}$ cup dry sherry
- 2 cups light cream

Combine $\frac{1}{4}$ cup flour, paprika, salt and pepper; coat chicken pieces with this mixture. Brown in hot oil. Add cider; cover; simmer until tender (30 to 40 minutes). Add sherry; cook 2 minutes longer. Remove chicken to hot platter. Add remaining flour to pan; blend with drippings. Add cream; stir over low heat until smooth and thickened; spoon over chicken. Makes 4 servings.

ROAST STUFFED SHOULDER OF PORK

- 1 medium onion, chopped fine
- $\frac{1}{4}$ cup butter or margarine
- 1 teaspoon salt
- Few grains pepper
- $\frac{1}{8}$ teaspoon thyme
- $2\frac{1}{2}$ cups soft bread crumbs
- $1\frac{3}{4}$ cups chopped apple
- $\frac{1}{2}$ cup boiling water
- 5 pounds boned pork shoulder with pocket

Cook onion in butter or margarine until golden brown. Add salt, pepper, thyme, bread crumbs, apples and water; mix thoroughly. Fill shoulder pocket with stuffing mixture; fasten edges with skewers. Rub outside of meat with salt

and pepper. Place on rack in open roaster. Bake at 350° for about 3 hours, or until tender.

APPLE PORK CHOP SUEY

1½ pounds lean boneless pork
4 tablespoons vegetable oil
3 medium onions, sliced
1½ cups water
1 can bean sprouts
1 teaspoon Ac'cent
2 cups slivered celery
2 apples, cored and thinly sliced
Soy sauce to taste
3 tablespoons cornstarch
¼ cup cold water

Cut pork in narrow strips about 2 inches long. Brown in hot oil, adding onions during last few minutes to brown lightly. Add water, liquid from bean sprouts and Ac'cent; cover; simmer until meat is thoroughly cooked, 20 to 30 minutes. Add celery and apples; continue cooking about 10 minutes. Add soy sauce. Blend cornstarch and cold water; add. Stir until thickened and clear. Add bean sprouts; bring to boiling point. Serve with rice. Makes 6 servings.

APPLE-SMOTHERED PORK CHOPS

6 loin pork chops, 1 inch thick
¼ teaspoon salt
¼ teaspoon sage
3 tart apples
3 tablespoons molasses
3 tablespoons flour
2 cups hot water
1 tablespoon vinegar
½ teaspoon salt
⅓ cup raisins

Sprinkle chops with ¼ teaspoon salt and sage. Brown slowly in hot skillet. Place in large baking dish. Pare, core and slice apples in ¼ inch slices or rings; arrange on chops. Pour molasses over apples. Add flour to fat in skillet; cook until brown, stirring constantly. Add water; stir until mixture boils. Add vinegar, salt and raisins. Pour over chops and apples. Cover and bake at 350° about 1 hour, or until apples are tender. Makes 6 servings.

APPLE-STUFFED SPARERIBS

1 package bread stuffing mix
½ cup chopped onions
2 cups chopped apples
⅛ teaspoon each powdered mace, sage, nutmeg and cloves
2 matching racks of spareribs

Prepare stuffing as directed on package, adding onions, apples and spices; mix well. Spread on rack of spareribs; top with second rack; tie together securely with white string. Put in roasting pan with ½ cup hot water; cover. Roast at 350° for about 3 hours or until done. Remove cover during last hour of roasting. Makes 8 generous servings.

HUNGARIAN STEW

4 tablespoons butter or margarine
½ cup light brown sugar
6 to 8 apple rings

½ cup minced onions
2½ cups leftover pork gravy (or canned mushroom gravy)
2 cans or jars (1 pound each) sauerkraut
½ teaspoon salt
2 teaspoons caraway seeds
Sliced leftover roast pork

Melt butter in skillet; stir in brown sugar; stir until sugar melts. Cook apple rings until brown and glazed on both sides; remove. Add onions to pan with gravy, 1 can sauerkraut, salt and caraway seeds. Bring to boil; simmer 5 minutes. Add pork slices; simmer 15 minutes longer. Meanwhile, simmer remaining sauerkraut separately for 15 minutes; arrange on serving platter. Top with pork-in-gravy and apple rings. 4 servings.

APPLE, BANANA AND BACON GRILL

½ cup firmly packed brown sugar
½ teaspoon cinnamon
4 firm bananas
Lemon juice
4 bacon strips
8 apple rings

Combine sugar and cinnamon. Peel bananas; brush with lemon juice, then dip in sugar mixture. Wrap bacon strip around each banana; secure with wooden picks. Sprinkle apple rings with remaining sugar mixture. Place fruit on broiler rack with surface of food 3 inches below source of heat. Broil 8 to 10 minutes, turning bananas once. Makes 4 servings.

PURE TO THE CORE



FROM THE ANNAPOLIS VALLEY

Drinks



"Stay me with flagons, comfort me with apples."

ADAM'S APPLE

Deliciously tempting.

A new, exciting combination of crisp apple juice and 1 $\frac{1}{4}$ oz. of mellow Bacardi dark rum. Tempt yourself. Its new taste could become your favourite one.

PLANTER'S PUNCH

Sip into the tropics with a famous blend of 1 $\frac{1}{4}$ oz. Bacardi amber rum, lime juice, soda and cracked ice. Exotically garnished with tropical fruit.

TOP O' THE SEASON EGGNOG

Greet the festive season with a rich blend of mellow Bacardi dark rum (1 $\frac{1}{4}$ oz.), milk, and 1 $\frac{1}{4}$ oz. O'Darby Irish Cream. Top with whipped cream and a dusting of nutmeg.

PARTY PUNCH

1 cup orange juice
1 $\frac{1}{4}$ cup lemon juice
1 pint cranberry juice cocktail
1 cup pineapple juice
1 pint apple cider
2 quarts chilled ginger ale

Combine all ingredients except ginger ale; mix well. Just before serving, pour over ice in punch bowl; add ginger ale. Makes about 30 punch-cup servings.

TRURO APPLE FOAM

1 quart apple juice
1 cup canned cranberry juice cocktail
1 egg white
2 tablespoons sugar
Nutmeg

Combine ice cold apple juice and cranberry juice; mix well. Divide among 4 tall glasses. Beat egg white stiff, adding

sugar while beating. Top each glass with spoonful of sweetened egg white. Sprinkle with nutmeg.

MULLED APPLE PUNCH

3 pounds cooking apples
2 teaspoons cinnamon
 $\frac{1}{2}$ teaspoon cloves
1 teaspoon nutmeg
3 cans frozen lemonade concentrate
1 red apple
Whole cloves
1 gallon apple cider

Wash apples; do not peel or core; cut into eighths. Cook in small amount of water until very soft. Put through food mill or sieve. Stir in spices. Add frozen concentrate; heat gently until lemonade is thawed. Stud red apple with whole cloves; place in heatproof punch bowl; add spiced apple mixture. Heat cider (do not boil). Pour into punch bowl. Serve in mugs. Makes about 20 1-cup servings.

ROSY GLOW

Apple juice "ice" cubes with mint

1 quart chilled apple juice
2 cups chilled Apple Red
Hawaiian punch
2 tablespoons lemon juice
Chilled carbonated lemon-lime beverage

Place a mint sprig in each section of ice cube tray; fill with apple juice; freeze solid. Combine 1 quart apple juice, Hawaiian punch and lemon juice; pour over apple juice "ice" cubes in tall glasses, filling $\frac{2}{3}$ full. Fill to top with carbonated lemon-lime beverage. Stir gently to mix. Makes 12 servings.

FRUITED MOCHA FOAM

2 apples, peeled and diced
1 ripe banana, cut in chunks
2 teaspoons instant coffee
2 tablespoons instant cocoa
3 tablespoons sugar
 $\frac{2}{3}$ cup non-fat dry milk
 $\frac{1}{2}$ cups ice water
1 teaspoon vanilla

Combine all ingredients in an electric blender. Operate on low speed until fruit is liquefied. Beat on high speed until foamy. Makes 2 or 3 servings.

APPLE BLOSSOM ICE CREAM SODA

2 cups apple juice
1 pint peach ice cream
Dry ginger ale

Pour $\frac{1}{2}$ cup apple juice in each of 4 tall glasses. Divide ice cream equally among glasses. Fill glasses with ice-cold ginger ale. Stir gently to mix.

HOT SPICED APPLE PUNCH

2 cans (1.36 L each) apple juice
25 ml sugar
5 ml whole allspice

2 ml nutmeg
8 whole cloves
4 cinnamon sticks, 15 cm each

Combine ingredients. Bring to boil and simmer 15 min. Strain. Serve hot, with cinnamon sticks. Makes about 2.5 L.

APPLE COOLER

1 quart apple juice or cider
2 cups apricot nectar
Juice of 6 limes
Club soda

Combine apple juice, apricot nectar and lime juice. Pour over ice into 6 tall glasses. Fill glasses with club soda.

LAMB'S WOOL

8 large baking apples
2 quarts apple cider
1 cup firmly packed brown sugar
2 tablespoons mixed pickling spices

Wrap each apple in double thickness of heavy aluminum foil; place in baking pan. Roast at 450° until soft (about 1 $\frac{1}{2}$ hours). Remove foil. Put apples through food mill or sieve (there should be from 5 to 6 cups of pulp). Meanwhile combine cider, brown sugar and spices in kettle. Stir over low heat until sugar dissolves; bring to boil. Lower heat; simmer $\frac{1}{2}$ hour; strain. Add hot cider mixture to apple pulp; serve hot in sturdy mugs. Makes about 3 $\frac{1}{2}$ quarts.

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Feel the warmth.

Wrap your hands around a delicious mug of hot cider spiced with cloves, cinnamon and lemon, and made just right with 1 $\frac{1}{4}$ oz. of mellow Bacardi amber rum. Ciderific, a great new way to warm up and unwind.

For additional recipe ideas, please write to FBM Distillery Co. Ltd., PO Box 368, Brampton, Ontario, L6V 2L3.



INTRODUCING
SMOOTH, FULL-BODIED
BACARDI DARK RUM.



Bacardi dark rum. With the rich flavour reminiscent of the original Caribbean rums.

Desserts

To many people, apple pie is still king of the desserts. And rightfully so. But there is really no limit, save imagination, to the desserts that can be based on apples. Raw apples, baked apples, fresh apples, dried apples. Read on!

ANNAPOLIS VALLEY APPLE PIE

200-500 ml white sugar
1 ml apple pie spice
Pinch of salt
1.5 L thinly sliced apples
Pastry for 2 crust 22.5 cm pie
15 ml butter
15 ml lemon juice

Combine sugar, apple pie spice and salt (the amount of sugar depends on tartness of apples). Arrange sliced apples in layers in pastry-lined pie plate, heaping in center, sprinkling each layer with sugar and spice mixture. Dot top with pieces of butter. Sprinkle lemon juice over all. Cover with upper crust; seal and flute edge. Cut slits at center to let steam out during cooking (if apples are very juicy, make a small funnel with aluminum foil and insert in center while baking). Bake in preheated 230°C oven for 10 minutes, reduce heat to 180°C and continue baking 45-50 minutes or until apples are cooked. Note: use gravenstein apples when available. If apples are past their best, use more apple pie spice and lemon juice.

OLD-FASHIONED APPLE PAN DOWDY

8 thin slices day-old bread
4 tablespoons butter or margarine
6 cups sliced apples
1/2 teaspoon nutmeg
1 teaspoon cinnamon
1/4 teaspoon salt
2 tablespoons brown sugar
2 tablespoons light molasses
1/2 cup water
Cinnamon sugar

Trim crust from bread slices; butter each slice. Line 1 1/2-quart baking dish with bread, cutting to fit, and saving enough slices for top. Fill dish with apple slices. Combine spices, salt, brown sugar, molasses and water; pour over apples. Top with remaining bread slices, buttered side up. Cover; bake at 350° for 30 minutes. Remove cover; sprinkle with cinnamon sugar; bake 20 minutes longer, or until golden brown. Serve hot with plain cream. Makes 6 servings.

GLAZED APPLE ROLY POLY

2 cups biscuit mix
1 egg
1/2 cup water
3 cups chopped tart apples
1/2 cup sugar
2 1/2 teaspoons cinnamon, divided
2 cups firmly packed brown sugar
1 1/2 tablespoons cornstarch
1/4 cup vinegar

3/4 cup water

1 tablespoon butter or margarine

Measure biscuit mix into bowl. Break egg into 1/2 cup water; mix well. Add to biscuit mix; blend with a fork. Turn out on floured board; knead gently until smooth. Roll out in rectangle 1/3 inch thick. Cover dough with apples. Combine 1/2 cup sugar and 1 1/2 teaspoons cinnamon. Sprinkle over apples. Roll up like jelly roll. Cut in 1 1/2-inch slices. Place slices, cut side up, close together in greased 8-inch-square cake pan. Bake at 450° for 15 minutes. Meanwhile, combine brown sugar, cornstarch, and remaining 1 teaspoon cinnamon. Combine vinegar and 3/4 cup water; add; boil 5 minutes. Add butter or margarine. Pour over roly poly, pulling biscuits away from sides of pan so syrup will run underneath. Reduce heat to 375°; bake 15 minutes longer. Makes 9 servings.

APPLE CINNAMON CAKE

2 eggs
250 ml (1 cup) sugar
5 ml (1 tsp.) vanilla
125 ml (1/2 cup) oil
50 ml (1/4 cup) water
10 ml (2 tsp.) baking powder
1 ml (1/4 tsp.) salt
375 ml (1 1/2 cups) all purpose flour
4-6 Nova Scotia apples (sliced)
125 ml (1/2 cup) sugar
10 ml (2 tsp.) cinnamon

Beat the two eggs. Add 250 ml (1 cup) of sugar, vanilla, oil and water. Sift the dry ingredients. To the egg mixture add the dry ingredients, mixing well. Pour half the batter into a 2.0 L (9 inch) pan and cover with the sliced apples sprinkled with sugar and cinnamon. Cover with the remaining batter and bake at 375°F (190°C) for 30 minutes or until lightly browned.

UPSIDE-DOWN APPLE CAKE

2 medium Nova Scotia apples
65 ml (1/4 cup) butter
45 ml (4 tbsp.) brown sugar
50 ml (1/4 cup) butter
150 ml (2/3 cup) sugar
2 eggs
125 ml (1/2 cup) milk
375 ml (1 1/2 cup) sifted flour
2 ml (1/2 tsp.) salt
15 ml (1 tbsp.) baking powder
5 ml (1 tsp.) vanilla

Bake in 2 L layer pan (8" layer pan).

Melt 65 ml (1/4 cup) butter in frying pan. Sprinkle 45 ml (4 tbsp.) brown sugar into melted butter and pour into prepared layer pan. Over this arrange apple slices. In a bowl, cream the fat and then add sugar gradually. Add the egg. Beat well. Add vanilla. Add sifted dry ingredients alternately with the milk.

Spread batter over fruit mixture. Bake at 190°C (375°F) for 35 minutes. Turn upside-down on a plate. Serve hot with or without whipped cream or ice cream on dessert plates.

APPLE CINNAMON SAUCE

250 ml (1 cup) brown sugar
75 ml (3/4 cup) apple juice
1 ml (1/4 tsp.) cinnamon
50 ml (1/4 cup) butter
250 ml (1 cup) finely chopped Nova Scotia apples

Combine brown sugar, apple juice and cinnamon and boil to a heavy syrup (about 5 minutes). Stir in butter and apples. Makes about 375 ml (1 1/2 cups).



OLD-FASHIONED APPLE SNOW

1 1/3 cups extra-fine granulated sugar
2 large tart apples
4 egg whites, unbeaten
Few grains salt

Measure sugar into large bowl. Pare apples; grate into sugar so that apples will not discolor. Add egg whites and salt. Beat with rotary beater or electric

mixer until mixture is very stiff and light (this takes a long time by hand). Serve with Custard Sauce.* Makes 8 servings.

*Custard Sauce:

1½ cups milk
3 tablespoons sugar
¼ teaspoon salt
4 egg yolks, slightly beaten
½ teaspoon vanilla

Scald milk; add sugar and salt; stir until sugar dissolves; pour slowly on egg yolks. Cook over hot water, stirring constantly, until mixture coats spoon. Remove from heat; add vanilla. Chill.

SPANISH APPLE FLAN

3 cups milk
1½ cups sugar, divided
1 teaspoon grated lemon peel
Few grains salt
1-inch stick cinnamon
¼ cup water

pizza pan or 10-inch pie pan. Pour syrup immediately over apples. Strain cooled milk mixture; add to beaten eggs; mix thoroughly; strain over apples. Set in pan of hot water and bake at 400° for 45 minutes for pizza pan, 1 hour for pie pan, or until knife inserted near rim comes out clean. Let cool, then chill. Makes 8 servings.

SWEDISH APPLE MERINGUE "CAKE"

Crust:

⅓ cup butter or margarine
3 tablespoons sugar
2 egg yolks
¾ cup sifted all-purpose flour
⅓ cup chopped roasted almonds
1 tablespoon grated lemon peel
1 tablespoon lemon juice

Filling:

4 to 6 medium apples

flour, almonds, lemon peel and 1 tablespoon lemon juice; blend well. Press on bottom and sides of 9-inch pie pan. Brush with a little unbeaten egg white. Bake at 350° for 15 minutes, or until golden brown. For filling, pare and core apples; cut in eighths; combine with sugar and lemon juice in a saucepan; cover; cook over medium heat until tender. Spread jam evenly over baked crust; arrange apples on top. For meringue, beat egg whites with salt until stiff but not dry; add remaining sugar, 1 tablespoon at a time, while continuing to beat. Mound over apples. Return to oven for about 18 minutes or until meringue is lightly browned.

APPLE DREAM SQUARES

250 ml (1 cup) flour
50 ml (¼ cup) icing sugar
125 ml (½ cup) butter or margarine, melted
2 eggs
250 ml (1 cup) brown sugar
2 ml (½ tsp.) vanilla
500 ml (2 cups) diced, peeled, tart N.S. apples
50 ml (¼ cup) chopped walnuts
125 ml (½ cup) sifted flour
5 ml (1 tsp.) baking powder
1 ml (¼ tsp.) salt

Sift together flour and icing sugar, then combine with 125 ml (½ cup) melted butter. Press mixture into 2 L (8 inch) greased baking pan. Bake in a moderate oven 180°C (350°F) for 20 minutes.

Meanwhile, beat eggs until thick and lemon colored. Stir in brown sugar, vanilla, apples and walnuts. Sift together remaining ingredients and stir into egg mixture. Spread over baked layer. Bake at 180°C (350°F) for 35 minutes or until done. Cut into 9 squares. Top with whipped cream.

VIENNESE APPLE CHARLOTTE

Kuchen Dough:

1 cup sifted all-purpose flour
½ teaspoon baking powder
¼ teaspoon salt
2 tablespoons sugar
2½ tablespoons butter or margarine
2 eggs, beaten
2 tablespoons milk

Mix and sift flour, baking powder, salt and sugar. Work butter into mixture smoothly with wooden spoon. Beat in eggs. Stir in milk. Grease 8-inch spring form pan. With rubber spatula or spoon, spread dough on bottom and partly up side of the spring form pan (top edge of crust will be ragged).

APPLE FILLING:

5 cups sliced apples
½ cup golden raisins
⅔ cup sugar
1 teaspoon cinnamon
1 tablespoon grated lemon peel

Cook apple slices and raisins in enough water to cover until apples are just tender, but have not lost their shape;

4 eggs, beaten
1 can (20 ounces) pre-sliced apples

Combine milk, ½ cup sugar, lemon peel, salt and cinnamon in large saucepan. Bring to boil; lower heat; simmer 15 minutes. Let cool. Combine remaining 1 cup sugar and water. Bring to boil; boil 8 minutes without stirring; lower heat; simmer until caramel color. Meanwhile, arrange apple slices in bottom of 12-inch

⅓ cup sugar
1½ tablespoons lemon juice
½ cup raspberry jam

Meringue:

2 egg whites
Few grains salt
4 tablespoons sugar

For crust, cream butter or margarine; add 3 tablespoons sugar while continuing to cream. Add egg yolks; mix well. Add



drain. Combine sugar, cinnamon and lemon peel; stir gently into apples and raisins. Spoon into dough-lined spring form pan. Bake at 425° for 50 to 60 minutes, or until crust is deep golden brown and filling is firm. Serve hot, topped with almond-flavored whipped cream.

FINNISH APPLE MERINGUE

2 tablespoons butter or margarine
1/2 cup firmly packed brown sugar, divided
2 teaspoons cinnamon, divided
2 cans (20 ounces each) pie-sliced apples
3 egg whites
1/2 cup sugar
Few grains salt

Melt butter in bottom of shallow 1 1/2-quart baking dish. Sprinkle with half the brown sugar and cinnamon. Arrange apple slices evenly in pan. Sprinkle with remaining brown sugar and cinnamon. Beat egg whites until foamy. Slowly beat in sugar and salt. Continue beating until mixture stands in stiff peaks. Swirl on top of apples. Bake at 325° for 35 to 40 minutes or until the meringue is golden. Makes 8 servings.

APPLE DUMPLINGS

Pastry for 2-crust pie
6 medium apples, peeled and cored
125 ml brown sugar
2 ml cinnamon
25 ml butter
125 ml raisins

Roll out dough 3 mm thick and cut in 6 squares. Place apple in center of each

square. Combine sugar, cinnamon, butter and raisins; fill cavity of apple. Draw up four corners of pastry and seal edges well. Bake at 220°C until pastry is lightly browned and apples are tender (about 25 min. depending on variety and size of apples). Makes 6 servings.

APPLE TART

Pastry:

500 ml sifted all-purpose flour
25 ml sugar
1 ml salt
5 ml cinnamon
1 ml ground cloves
175 ml butter
2 beaten egg yolks
25 ml water
Filling:

500 ml sugar
50 ml flour
5 ml cinnamon
2 L coarsely grated, peeled apples (about 1 kg)
icing sugar

Pastry: Combine flour, sugar, salt, cinnamon and cloves. Cut in butter until mixture resembles fine bread crumbs. Mix egg yolks and water; stir into flour mixture to form soft dough. Spread dough evenly on bottom of 28 cm flan pan and up sides, pat in gently.

Filling: Combine all ingredients except icing sugar. Spread evenly over pastry. Bake at 200°C until apples are tender (about 45 min.). Cool. Sift icing sugar over top. Pipe whipped cream on top at serving time, if desired. Makes 8 servings.

APPLE MUFFINS

250 ml (1 cup) flour
15 ml (1 tbsp.) baking powder
2 ml (1/2 tsp) salt
125 ml (1/2 cup) brown sugar
5 ml (1 tsp.) cinnamon
2 ml (1/2 tsp.) all-spice
250 ml (1 cup) whole wheat flour
1 egg, beaten
250 ml (1 cup) apple juice
250 ml (1 cup) grated Nova Scotia apple
50 ml (1/4 cup) oil
10 ml (2 tsp.) sugar
2 ml (1/2 tsp.) cinnamon

Sift together first 6 ingredients. Stir in whole wheat flour. Combine egg, apple juice, apple and oil. Add to dry ingredients, stirring only enough to moisten. Fill greased muffin tins 2/3 full. Sprinkle top of muffins with sugar and cinnamon mixture. Bake at 190°C (375°F) until golden brown (25-30 min.). Makes 1 dozen.

MAPLE APPLE CRISP

1500 ml sliced, peeled apples (about 900 g)
150 ml maple syrup
125 ml all-purpose flour
125 ml rolled oats
125 ml brown sugar
1 ml salt
125 ml butter

Arrange apples in greased 2.5 L baking dish (20 cm square). Pour maple syrup over apples. Combine flour, rolled oats, brown sugar and salt. Cut in butter until mixture resembles coarse bread crumbs. Sprinkle topping over apples. Bake at 190°C until apples are tender and topping is lightly browned (about 35 min.). Makes 6 servings.

APPLE METRICS

1 large apple yields about 250 ml diced or sliced
250 ml dried apples weigh about 100 g
1 medium apple weighs about 150 g
6 large apples weigh about 1 kg
500 g apples yield about 1 L diced or sliced
1 can (540 ml) pie filler is sufficient for one 1 L (23 cm) pie

STORING FRESH APPLES

Variety	Storage period	
	Normal months	Maximum months
Gravenstein	0-1	3
Wealthy	0-1	3
Grimes Golden	2-3	4
Jonathan	2-3	4
McIntosh	2-4	4-5
Cortland	3-4	5
Spartan	4	5
Rhode Island Greening	3-4	6
Delicious	3-4	6
Stayman	4-5	5
York Imperial	4-5	5-6
Northern Spy	4-5	6
Rome Beauty	5-6	6-7
Newton	5-6	8
Winesap	5-7	8

The Great Nova Scotia APPLE COOK-OFF



Here's a recipe contest that could make you famous! In addition to being eligible to win a valuable prize, the winning recipes will be published in a special feature in *Atlantic Insight* magazine.

There are four categories for entries: traditional, apples with meat and poultry, apples in salads and appetizers, and finally, apple adventures!

Twelve finalists will be invited to Halifax (staying as overnight guests of

the Citadel Inn), and will prepare and serve their specialties for the judges.

The grand prize is an original 10K gold sculpture. "The Apple Tree," valued at \$1000.00. Three first prizes are deluxe Beaumark microwave ovens from Simpsons, value \$499.00 each.

For complete details, pick up an entry form where you buy your Nova Scotia apples.

Now, even if you hate cooking and have no recipes of any kind, you can still be a winner. On the back of the Cook Off entry form is an entry into a sweep-stake. The lucky winner gets an Air Canada trip for two to Los Angeles. Just think, a Nova Scotia apple could be all it takes to get you to Hollywood!

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BOOKS FOR THE SMALL BUSINESS ENTREPRENEUR

If you are planning to hang out your own shingle, Bailey's book is a good resource to begin answering your questions about the entrepreneurial way of life.

Two books which have been on the non-fiction best seller lists, John Naisbitt's *Megatrends* and Peters and Waterman's *In Search of Excellence*, are good background reading for people new to the business world. Now in paperback both will give a budding freelancer a more global perspective on business truths and trends.

For specific answers to specific ques-

tions, look to the dozen or more Self-Counsel Press publications on business in Canada (in paperback; most under \$10.00), including such titles as *Getting Started*, *Advertising for the Small Business*, and *Federal Incorporation and Business Guide*.

Supply and Services Canada publishes business guides such as *Tourism is Your Business* (for those operating small tourist lodgings in Canada) and the fifth edition of the *Index to Federal Programs and Services*. The Atlantic office of the Canadian Book Information Centre (902-424-3410) has lists of new Canadian books and ordering information. ■

Lobster and lemonade: Entrepreneurs with a P.E.I. flavour



Elizabeth Bagnall, Paul and Kent MacDonald: youthful imagination added to the entrepreneurial spirit

By Lorri Neilsen

At least three young Islanders will remember the summer of '84 as the year they took a business gamble — and won.

As part of Prince Edward Island's Department of Industry Youth Development Program, students used a \$2,000 interest-free loan from the province to start a summer business.

Kent MacDonald chose the lobster business and his \$10.95 two-lobster dinner sold briskly in the Little Pond community hall. With four employees (Kent's mother cooks), old-fashioned good food, and placemats showing the history of lobster fishing in the area, the 20-year-old Mount Allison business student made a good profit, but more importantly, he says, "I learned how to work with people. That was the interesting part."

Elizabeth Bagnall turned a five-year hobby into a business when she bought a fully equipped ceramics studio near Kensington before she graduated from

high school in June. Producing ceramic figures from molds, the 17-year-old hopes to make a profit by winter when she starts offering classes from the studio.

Paul MacDonald, a 24-year-old UPEI business graduate is likely the only Atlantic Canadian who owns a 10-foot fibreglass lemon. MacDonald, using the Youth Development Wage Subsidy Program, hired three students to sell his additive-free, freshly squeezed lemonade (sugar-free is an option) at a dollar a cup. The Charlottetown-based business has had such success — \$500 days were common — that the confident and articulate young entrepreneur hopes to franchise the lemon operation by next summer.

Doug Cameron, director of the Industrial Development Branch of PEI's Department of Industry applauds the imagination of young people: "Rekindling the entrepreneurial spirit in our youth would be a healthy direction not just for P.E.I. but for Canada," he says. ■

A Blend of Quality



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THE QUEEN'S AWARD FOR EXPORT ACHIEVEMENT

FEEDBACK

continued from page 5

I am surprised and sorry that no one has written an appreciation of the lovely book you so kindly included with our copy of the "Parade of Sail" issue of *Atlantic Insight*. Then I realized that I was just as guilty. Thank you for the souvenir copy. It will be a keepsake, to be read, and re-read, as well as a reminder of a wonderful event.

*Irene Ashley
Lantz, Hants Co., N.S.*

More on Confederation Centre of the Arts

I must compliment Ann Thurlow for

her interesting and accurate article on Confederation Centre of the Arts. However, there is one important omission: the name of Colonel Frank Storey, a Charlottetown businessman who nursed the Centre through the early years as executive director. Frank served two different terms in that position, replacing Mavor Moore, who was doubling in that job as well as being Artistic Director. He had all the difficulties of breaking in a "green" Board of Directors; preparing budgets and seeing that they were honoured; dealing with reluctant provincial and federal governments; planning

and executing financial drives and seeing that the Centre doors were kept open. Without Frank Storey's loyal and skilful direction, it is doubtful if we would be able, on the 20th anniversary, to write and speak so glowingly of its success.

*Alan H. Holman
former Chairman of the Board
Charlottetown, P.E.I.*

Congratulations for publishing Ann Thurlow's well-researched and comprehensive article celebrating Confederation Centre's 20th birthday. Among my memories as Director Emeritus of the Art Gallery and Museum, I recall the day Mavor Moore asked me how I felt about his intention of recommending to the National Board that our local Frank J. Storey should be appointed Chief Executive Officer. I was enthusiastic. For all of those who worked with Frank and became aware of his dedication to the Centre, his political know-how and his ability to cope with crisis situations with confidence, Frank Storey was the best of leaders, reminding those who needed reminding that this was a National Memorial to the Fathers of Confederation as Frank MacKinnon had wished it to be. We are sorry he did not appear in Ann Thurlow's article.

*Moncrieff Williamson
Charlottetown, P.E.I.*

In your otherwise informative article on the 20th anniversary of Charlottetown's Confederation Centre of the Arts, you neglected to note, when detailing the ongoing programs of the Confederation Centre Art Gallery and Museum, that one of this institution's most successful and acclaimed "productions" is the publication *ArtsAtlantic*, this region's journal of the arts, established in 1977 and the recipient of funding — separate from that received by the Centre — from the cultural departments of all four Atlantic Provinces, not to mention the Canada Council, National Museums of Canada and the Friends of Confederation Centre.

*Joseph Sherman
Editor, ArtsAtlantic
Charlottetown, P.E.I.*

No compensation sought

In your June 1984 edition you printed an article focusing on a Mr. Bart Jack of Sheshatshit. In this article it is stated "on another front, Jack is hoping to get compensation for natives from the German airforce." We must emphasize, as the regional and national Innu organization representing the "native" population referred to, that the Innu People are resolutely opposed to the use of their territory on any terms and are most expressly not interested in monetary payments as "compensation." We feel obligated to emphasize to the

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Atlantic Insight readership that the Innu People are not asking and have never asked for some kind of payoff with regard to Luftwaffe low level training over Ntesinan (Labrador/Northern Quebec). We, the Innu People of Labrador and Northern Quebec, disassociate ourselves from the sentiments of the businessman profiled in your June 1984 issue and would refuse any financial pay-off from the Luftwaffe or Canadian government, even were it offered.

*Greg Penashue, President
Naspi Montagnais Innu Association*

*Penote Michel
Innu Kanantuapatshet
(Innu National Council)
Northwest River, Labrador*

Timely profile

Congratulations on your August number, and in particular on Percy's article, "Jousting Against the Folly of War." It brings Geoff Butler to life and draws attention to the work of a remarkable artist, who uses his talents as a painter and satirist to depict the absurdities, and insanity, of war in the nuclear age. His fertile mind has produced images that are both powerful and humorous. Having seen photographs of those now being exhibited in the Atlantic Provinces, I hope they will be made available to a wider audience in book form. With their titles they are unique examples of *l'art engagé*.

*R. E. Balch
Fredericton, N.B.*

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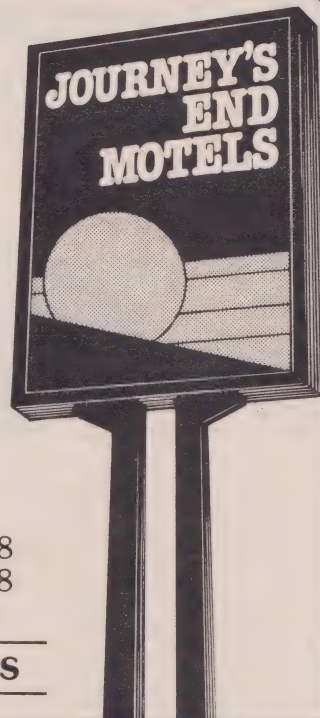
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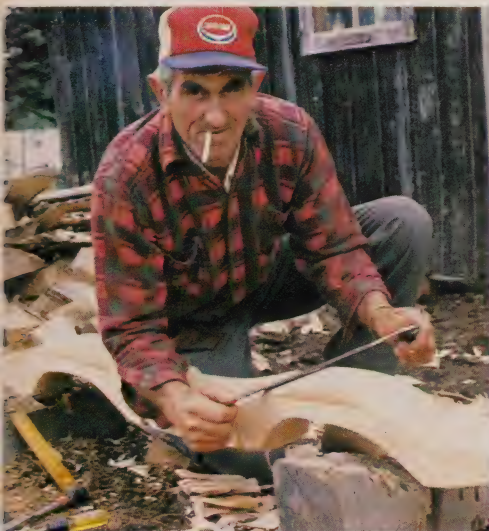
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OLKS



PETER BARSS

Lohnes perfects the ox yoke carving

It takes a master of the adze, chisel and saw to transform a 100 pound, eight inch diameter length of wood into a work of crafted artistry. Such a man is 54-year-old **Gordon Lohnes** of Northfield, Lunenburg County, who has perfected the vanishing art of ox yoke carving. It is a traditional craft which he learned from his father more than 30 years ago. Although most ox yokes usually follow either the 'straight Dutch' or French design, Gordon says he has blended these styles to produce his own unique product. "The Dutch yoke is straight on its base," he explains, "while the French style curves underneath — mine is a combination with curves on both top and bottom." Gordon prefers to use fresh yellow birch for making his yokes, as it peels easily and is the toughest wood available. Having made his choice, Gordon turns the block of wood in his work-callused hands, tentatively deciding where to make the first cuts which will determine the finished work. With long ease, he draws the hand saw through the tough fibres, cutting out rough contours on each side of the heavy block. The chisel, gouge and adze are used alternatively to round out the initial cuts as, under Gordon's skilful hands, the squared edges begin to take shape. Kneeling astride the block, Gordon con-


tinuously turns the wood, using his draw knife to peel off long thin strips on the midsection of two sides. Soon knee-deep in crisp, golden curls, he strips away the outer layers of wood, painstakingly moulding curves to fit the heavy neck muscles of the working ox team. With deceptive ease, the length of birch is shaped by the craftsman. Now seated, Gordon alternatively holds each end of the yoke in his lap as he continues working with the draw knife to smooth and taper the ends. When asked to demonstrate his craft at provincial fairs, Gordon completes each yoke, in rough form, in little more than an hour. "It takes about three hours from start to finish," he says, "and final touches include sanding and a coat of paint to prevent warping." There are only six other craftsmen in Nova Scotia with Gordon's talents. Although he sells about 100 yokes to teamsters each year, at \$20 apiece for three hours work, this relic of our agricultural heritage may soon become extinct.

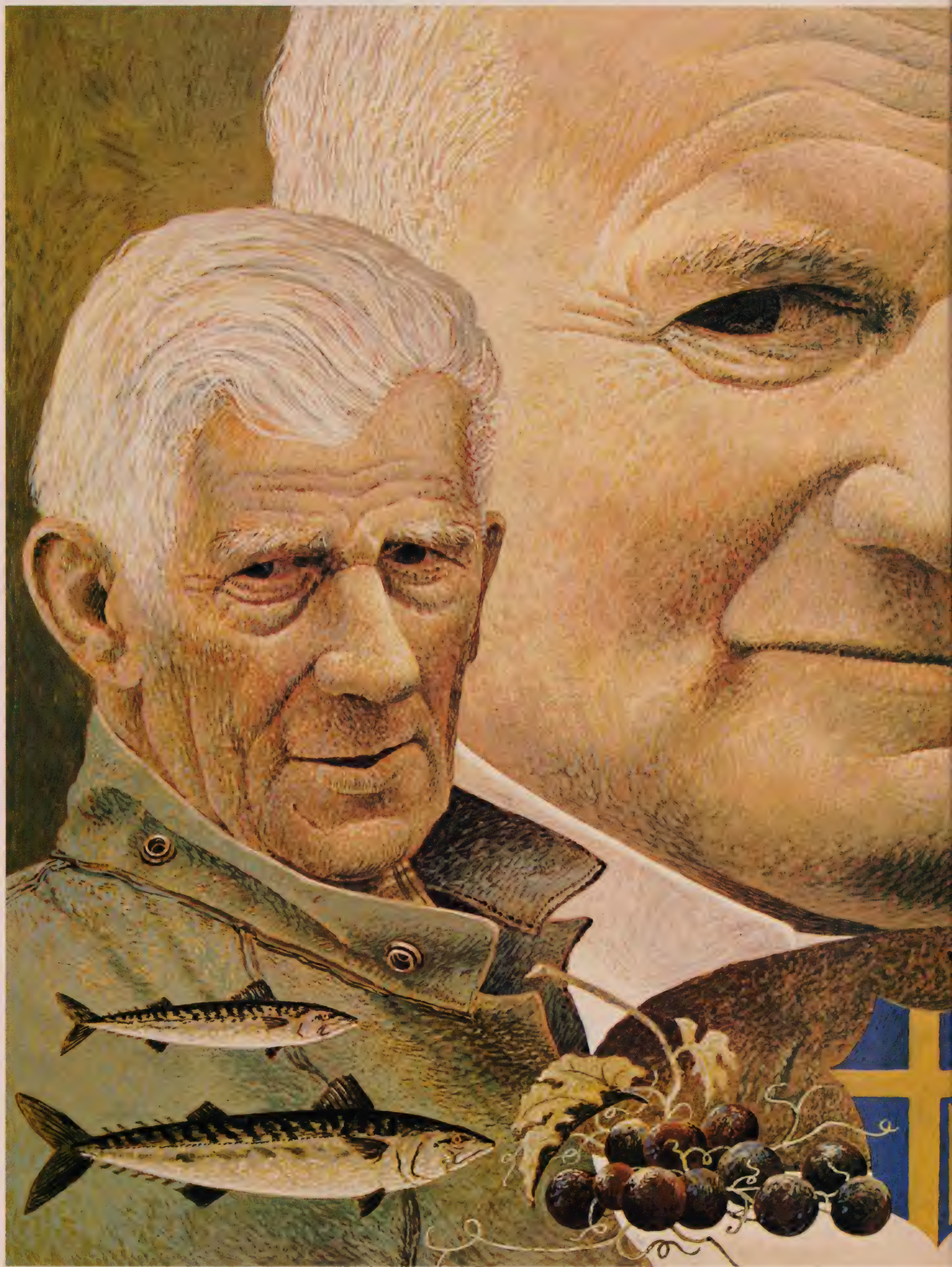
The fact that she has earned the equivalent of three master's degrees, been an ex-national president of the Development Peace Organization, as well as vice-president of the Nova Scotia Teachers' Union, attests to the fact that **Jackie Guyette** is, in her own words, "a chronic workaholic." So what does this bilingual mother of seven children, who also works as one of the two female assistant superintendents of schools in Nova Scotia, do in her spare time? She breeds and raises Persian cats, a hobby she started about 13 years ago. Her cattery in Springhill, Nova Scotia, currently houses 32 Persians, white, cream, blue and blue-cream in color. Special traits she's tried to breed into her felines include large, luminous copper-colored eyes, dependence on humans, and friendliness. Her cats are all champion lines and have won a number of best Eastern awards. "I breed them because I love doing it, not to make money. If I think a person wanting to buy isn't worthy of the privilege of having an animal, I refuse to make a sale," Mrs. Guyette says. A few years ago, Mrs. Guyette had the misfortune to purchase a cat with a leukaemia virus. The virus was passed on and she lost about one third of her precious felines. Now she allows vets to spot check the cattery at any time to ensure it remains leukaemia free. At the time, the University of Guelph contacted her as she had a cat who was a carrier of two of the three antigens needed for a leukaemia vaccine currently being worked on. The cat was kept in isolation for research purposes for five years and, though humanely treated, finally died. Mrs. Guyette's philosophy is simple. She believes all animals ought to be healthy and beautiful, giving pleasure and receiving the respect and good treatment they deserve. Her own cats are proof that she practises what she preaches.

Peter Narvaez's arrival in St. John's, Newfoundland, was far from auspicious. He picked up a rare nerve disorder — Bell's Palsy — while driving to Newfoundland from Maine. Wandering into a small St. John's bar to cheer himself up, he was surprised to find that the music seemed familiar. It was one of his own songs, recorded five years earlier on an obscure California label. The incident sparked a ten-year love affair with Newfoundland. "Newfoundlanders have a real openness and love of music," says the 42-year-old native of New Jersey, "people associate a particular kind of music with the province, but Newfoundlanders appreciate all kinds." Narvaez, when he is not playing blues or rock 'n' roll in a local bar, is a professor of folklore at Memorial University. According to Narvaez, there is no conflict between his two professions. "They tie together perfectly," he says, "that's the nice thing about my life. As a folklorist I write about performers and as a musician I have the fun of being a performer myself. Narvaez the folklorist has studied everything from traditional accordian music to the protest songs of striking miners. Narvaez the musician has just completed "Rock 'n' Roll Ruby," an album of his own music. It's far from being Narvaez's first popular recording — that was in 1958 in New Jersey with a high school group called the Rhythm Knights. It is, however, the first four-



PETER GARD

Narvaez: Loves Newfoundland and the blues track band album to come out of St. John's. Narvaez hopes it will establish a precedent. In the past St. John's musicians have had to travel far afield to find a four-track studio. "I enjoy the idea of recording," says Narvaez, "and I love records. They're something tangible. Every time you record you learn a lot musically. A visual artist has his paintings. A sculptor has his statues. But if you're a musician and you don't record, all you have to show for your effort is your memories." 



"And Jesus said, 'Follow me and I will make you fishers of men' "

John Paul II is designated as the 264th successor to Peter as Bishop of Rome and Supreme Pontiff of the Roman Catholic Church. His presence in Atlantic Canada, home of those who toil in that disciple's original profession, closes a kind of circle

By Pat Murphy

The pastoral visit of John Paul II to Canada was very quickly transformed into a media event. And as such it fostered debate within, and without, the ranks of the Catholic Church, at a time when many are disturbed by a return to rigid orthodoxy that they feel threatens the *raggiornamento* or renewal within the Church fostered by John XXIII, as well as the Ecumenical movement within all ranks of Christianity.

Yet the true intention might best have been fulfilled, in the eyes of the faithful, when fishermen's representatives, among others, were chosen to offer bread for consecration at masses in St. John's, Moncton and Halifax.

The convergence, in physical terms, of the two callings of Peter, while brief, is poignant. It stimulates reflection on the very origins of Christianity, which are inextricably interwoven, historically and symbolically, with The Fisherman.

It also lends significance to what might otherwise be assessed as merely a popular spectacle.

Paul Duggan, 68, from the coastal village of East Dover, Nova Scotia, is the person who was selected to touch hands with the Pontiff on behalf of the fishermen of Nova Scotia and Prince Edward Island.

A lifelong fisherman and a devout Catholic, his life and his response to his meeting with the Pope provides an understanding of the significance of the event that overrides many of the criticisms that were attracted by the papal tour.

Paul Duggan is a follower of Christ,

and the profound simplicity of his faith, his life and his love for family and friends is representative of all who adhere to the basic tenets of the teachings of Jesus of Nazareth.

A large-framed, sinewy man, he exudes the virtues of hard work and Christian living. He neither smokes nor drinks, and cussing is an anathema to him. He does confess, however, with a touch of whimsy, to one vice — a passion for chocolate. "When I go out on the boat early in the morning," he says, "I just have to have my chocolate bars."

His associates know him not only as a person who faithfully attends week-night and Sunday services at St. Thomas, the local church, but also as a good provider, a person who is the soul of honesty and a man who is always there to help out when someone is in need. "Paul's always shared everything he has," says neighbour Olive Wile. Years ago Ms. Wile cut fish at Duggan's wharf and she remembers that "he was a mighty good man to work for."

He's an independent fisherman in the classic tradition. His face — leathery and deeply tanned — has been moulded by the salt-spray and wind and fog from thousands of days of casting his nets on the waters off Nova Scotia's granite coast.

As a person who combines his profession with a strong and enduring religious faith, he invites comparison with Peter, the disciple whose name — Petrus — means "rock" and about whom Jesus was reported to have said: "Upon this rock I will build my Church." Paul, and



PAINTING BY TOM FORRESTALL

RELIGION

PHOTOS BY WARREN DEXTER



Paul Duggan, a lifelong fisherman.

those like him, who are consistently dedicated and devoted to their faith, are surely the true foundation of the Church today. One can only surmise that without their unshakable faith, the entire edifice, including its panoply of symbols and rituals, and indeed, the very institution of the papacy itself, would crumble.

This is particularly the case today, when controversies are shaking the 2,000-year-old institution — controversies involving such matters as birth control, celibacy of priests, the role of women in the Church and the high visibility and extensive travels of the Pope himself.

For Duggan the disputes of theologians simply fall away. His views of controversy are not substantially different from his views of passing storms — not so much opinions as obvious matters of fact, sometimes offered with granite-like humour.

There is the matter, for example, of the Pope being criticized, notably by Catholics themselves, for both his conservative beliefs and extensive travels.

That doesn't trouble Duggan. "You take a clergyman in this kind of place," he explains rather patiently, "or Cape Breton or anywhere. It doesn't matter if he's Catholic or Protestant. Somebody's always going to say something bad about him. It's the same with the Pope, I imagine."

Duggan treated the honour of his being selected to meet the Pope at the Halifax Commons in a vein similar to the way he regards theological disputes — without pretension. After he had learned from his local pastor, Duncan McMaster, that he had been chosen to offer bread to the pontiff, he remarked: "I guess from everything I hear there'll be an enormous lot of people in town when the Pope's here. For a while there I was concerned about where I was going to park. But I have a place to stay overnight in town; so I'll just go in and walk over to the service."

Duggan added: "The Pope is a very important person. And he's very popular, I guess."

The fisherman emphasizes person, rather than important. For Duggan, John Paul II is a good man. But he is a man, not God. For him no confusion exists about who holds ultimate jurisdiction over our lives. And academic debates about such matters as Papal infallibility are just that — academic, passing fads.

Nevertheless, obvious and wide differences do exist between the two fishermen who come together on the Commons in Halifax. The most travelled Pope in history is, unquestionably, a "superstar" among religious leaders of the present generation — a phenomenon due partly to the fact that he is seen by so many people in so many different places, and partly due to the adroit use of the mass media by those who manage his trips and stage his appearances.

The East Dover fisherman, on the

other hand, has seldom travelled beyond the rock-bound shores of his village. And he views the meaning of the Christian Church — not through Vatican eyes, but from the perspective of his 150-member, community church.

Moreover, while the fisherman's role and life for the head of the Roman Catholic Church is symbolic, that role for Duggan is literal.

Both these followers of Christ, however, have become fishers of men — the one through his extraordinary charisma, and his efforts — despite his high office — to physically touch as many people as possible; the other by becoming an example to all who know him as a person who provides daily witness to his faith.

There are other similarities. Both men are blessed with enormous physical stamina. Karol Wojtyla, who became John Paul II, is a man who endured the stresses of forced labour under Nazi occupation of his native Poland. Earlier, he

“He invites comparison with Peter, the disciple whose name — Petrus — means ‘rock’ ”

had been a factory worker, as well as a student of languages.

Paul Duggan, also a vigorous and energetic man, started fishing when he was a small boy and has been toiling on the sea ever since. In his day he often hauled in hundreds of pounds of mackerel at one time, by himself. And he lifted 200-pound boxes of cod with ease. “One time,” he says slowly and with a slight smile, “I was over at the government wharf helping out with this powerful big catch and this other fella and I picked up a box of fish that weighed over 600 pounds. We didn't even think about it then.”

But, most importantly, when comparisons are made, neither Paul Duggan nor the present Pope is shy about dropping to his knees to pray — consistent with the fact that both believe, without question, the simple gospel message: Jesus is risen and is the son of God — the same news Peter proclaimed on Pentecost Sunday, the day many scholars date the establishment of the Christian Church.

For Duggan the message is ingrained in the very marrow of his spiritual being, even as the sea and tides have become a

part of him. “I have believed it as long as I can remember,” he says.

The conviction is shared by Paul's wife and all members of the family.

Forty-two years ago he met and married a young school teacher from Cape Breton, Marjorie Cogswell, who at the time was instructing all of the pupils from primary through grade nine in a one-room school in East Dover.

On a rock-faced hill that looks over Larry's Cove and beyond to the open sea, the newlyweds set about constructing their house. “I didn't know very much about carpentry then,” Paul says. “But I had to learn. In those days folks around here just couldn't afford to hire out building.”

The Duggans still inhabit the house, a neat, wood-frame dwelling that sits just up from the timbered wharf and fish shed: Darkened, salt-cured, hand-hewn structures that have withstood the stresses of wind and tide from the time of Paul's own father's days as a fisherman. The structures are aging now — creaking and moving, growing more animated with time. But this only adds to the impression that somehow life has been breathed into these things through human care. It's a phenomenon that sits very well with the belief that there is a spiritual dimension to existence and that authentic faith can be expressed and carried over into things of everyday.

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2	Can it be operated as an airtight or an open FirePlace?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Does it allow for horizontal combustion so it will hold a fire for hours on a single load?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Does it feature convenient smokeless dual loading?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Is there an automatic thermostat?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	Does it have a long flamepath to increase the transfer of heat to the stove surface?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	Is it designed to burn either wood or coal* at maximum efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Can it be connected to your existing fireplace flue or installed as a free-standing unit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Does it have a classic appearance that blends with any decor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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11	Does it come with a free spark screen, ash shovel or pan and can of touch-up paint?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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RELIGION

Paul and Marjorie raised eight children in their East Dover home and all of them became members of the Church. Two of the daughters, Rosemary and Susan, took their vows and joined the Catholic Order of the Sisters of Charity. Sister Rosemary, who devoted her life to the ministry to the terminally ill, died suddenly in her sleep in 1983 at the age of 36.

Considering the nature of her work, her passing might have been perceived as a supremely tragic irony — that is, by people whose faith is questionable, or by people who are obsessed with material and worldly security. Paul Duggan and his family, however, found that the event strengthened their trust in a divine power. They firmly believe that Rosemary has gone to a better place, while the continuance of her work maintains her spiritual presence in this world.

The Duggans live their religion, and the Church for them is made up of the body of all believers — a group and an institution that will endure as the sea endures.

In that context, they, along with all who believe that the verities of their religion are universal, find the embodiment of that endurance in the Christian Church's most special ceremony.

That ritual is the re-enactment of the Last Supper, celebrated by all Christian denominations. The communion of the faithful has, over the years, become an

ever more elaborate ritual in Catholic and Anglican churches, particularly with respect to the consecration of the elements of bread and wine.

A unique, indeed poetic, dimension has been added to that ritual, by this meeting and participation between the Pope, successor of Peter, and this other fisherman, Paul, at solemn high Mass.

The traditional pomp and circumstance of the ritualistic enactment of the Last Supper has been superseded by the simple, unfettered spirituality symbolized and personified by these two men.

In many respects they have established a motif reminiscent of Christianity in its early years when simple forthright devotion surrounded the celebration of the Eucharistic Supper.

That is the way it should be.

And the fact that Paul Duggan, alongside other working people, will participate with the Pope in the service, speaks eloquently to what has become the central issue for many — both inside and outside the Catholic Church. Why is the Pontiff travelling to Canada, and in particular to Atlantic Canada?

The answer lies in Karol Wojtyla's perception of his role as Bishop of Rome and Supreme Pontiff of the Roman Church.

It is neatly summarized by Duncan McMaster, the young pastor at Paul Duggan's parish church. "The Pope is

our pastor," he says straightforwardly, while expressing the honour felt by his congregation through the selection of one of their own to participate in the Papal Mass.

Yet the historic privilege, according to McMaster, is a perfectly natural extension of the pastoral emphasis in the life of John Paul II. The Maritime fisherman is unable to leave his nets and go to Rome. But Rome has the means to come to him, and it is altogether consistent with the order of things that it should do so.

Supporters of the Papal visit are willing to concede that questions raised in and about today's Church are relevant. But they also feel that reform will, in time, be dealt with as an extension of this pastoral emphasis. Concerns expressed in many areas ought not obscure the Pontiff's primary mission.

That mission is profoundly and simply understood by Paul Duggan.

The Pope, the servant of the servants of God, came to break bread with him, to share the always profound mystery of the bread and wine, to renew and nourish his faith, and the faith of all those whom he represents — those who toil on the sea and plant on the land — the workers and those who seek work. The rocks that form, with Peter, the foundation of the Church.



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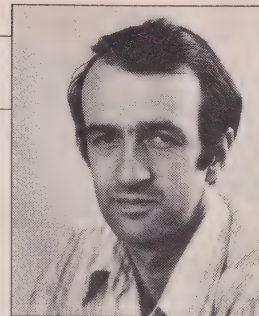
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Canada



Did DREE drink Canada DRIE?

“It’s a bloody f*&@#ing disaster.” Civil servants aren’t usually that crisp, especially on subjects as abstruse as regional economic development. I was taken aback. My question had been mild enough. It was: How are things going in regional development since the federal government shuffled the system a couple of years ago?

This gentleman, an economic development type with one of our east coast provincial governments, had more to say. The new system of grants for industry “constitutes theft by central Canada of what remains of industrial incentives.” He had a little story to go with that — about a company that was offered more by the Department of Regional Industrial Expansion (DRIE) to settle in an area in Ontario than in a more needy one in Nova Scotia, according to DRIE’s own formula.

What happened two years ago was that the old Department of Regional Economic Expansion (DREE), which looked after Atlantic Canada and other economically sluggish areas of the country, was joined with Industry, Trade and Commerce (ITC), which helped out large industries, especially with their exports. Theoretically ITC operated nationally, but in fact it was mostly active in Ontario.

The marriage, which resulted in DRIE, was supposed to bring regional development into the mainstream of national economic policy-making instead of being marginal to it. But many were suspicious. They thought it was just a ploy to downgrade regional development and that the arrangement would be dominated by centralist ITC people. This has happened, says my civil servant. “DRIE is run by deputy ministers hostile to the concept of regional development.”

This is a view from the trenches — the man deals with DRIE in the federal-provincial negotiating process. Presumably there are other views. But of a half dozen knowledgeable people I interviewed, all, although less blunt, came to roughly the same conclusion — regional development is the pits these days.

The real question at hand covers more than just the last shuffle. It is, rather: What has been the result and value of billions of dollars spent over nearly two decades of effort? In short, does regional development work?

The question has been around for a while. It was raised in my own mind the very day, back in 1969, that DREE was announced by its first minister, Jean

Marchand. The new department applied specifically to the Atlantic Provinces and eastern Quebec. It was aimed at bringing the area up to national standards of prosperity. The approach incorporated the European concept of “growth centres.” Marchand mentioned Saint John and Halifax.

The minister was rather grumpy. He skipped peremptorily over his written speech. At the end he pushed it aside crankily and said, “Well, maybe it won’t work.”

Not your usual ministerial comment. Maybe he had a premonition, because very soon things began busting out all

“DRIE was supposed to bring regional development into the mainstream of national economic policy-making instead of being marginal to it”

over. The growth centre approach was not a hit. The idea that, for example, if St. John’s prospers it’s good for Corner Brook, or if Halifax prospers it’s good for Cape Breton, didn’t quite catch on. And soon political pressure from other parts of the country resulted in virtually all Canada being designated as eligible for DREE aid.

Meanwhile, there were spectacular collapses of industries that had received DREE grants, resulting in a lot of flak. The system was refined and tightened up. Now there’s only a fraction as much money available for industrial incentives as there used to be, and it’s given out nationwide on the basis of the neediness of census districts (counties or their


equivalent). In other words, the idea of upgrading the whole Atlantic region — that is, of practising regional development as such — is dead. A census district in Ontario may have as much claim as one in Newfoundland (more, if my anonymous civil servant is right).

But what has been accomplished? Arthur Parks, a deputy minister in the New Brunswick premier’s office, feels that “the jury is still out. The regional development effort was just getting into high gear when the recession hit.” Although there’s not much going on now, the infrastructure, built under DREE — transportation systems, mines infrastructure, industrial parks and so on — will pay off, he expects, “when people start investing again.”

He underlines that all this was DREE spending. The ironic thing is that, after all the flak it received, DREE was starting to work well when Ottawa put it under. The system of negotiating “General Development Agreements” with the provinces under which specific projects were funded had just begun to work satisfactorily when the plug was pulled. The GDAs ran out this spring. New arrangements called ERDAs (Economic and Regional Development Agreements) have replaced them, but the close federal-provincial co-ordination that existed before is lost.

What has been lost too is the keen interest in regional development that existed in the Atlantic Provinces a decade ago. “It seems there was always a conference or seminar going on, addressing the subject,” says Parks. “That’s no more the case.”

Elizabeth Beale, chief economist at the Atlantic Provinces Economic Council, points out that the region has improved in terms of per capita income and the like since the advent of regional development programs, but that this improvement is almost entirely due to government spending. “It would be hard to argue that these programs strengthened the independent character of the region. Rather, they may have strengthened its dependence on government.”

The answer, in short, may never be known. Meanwhile, Ottawa seems to have decided some time ago that with oil and gas on the horizon the Atlantic Provinces need less help anyway. That may be true. Yet regional interests should, like my angry civil servant, keep an eye peeled in case less help is just a cover for a renewed central bias in national economic policy. 

Nova Scotia's quiet troubadour

Bob Quinn gets better and better. No magic, just hard work

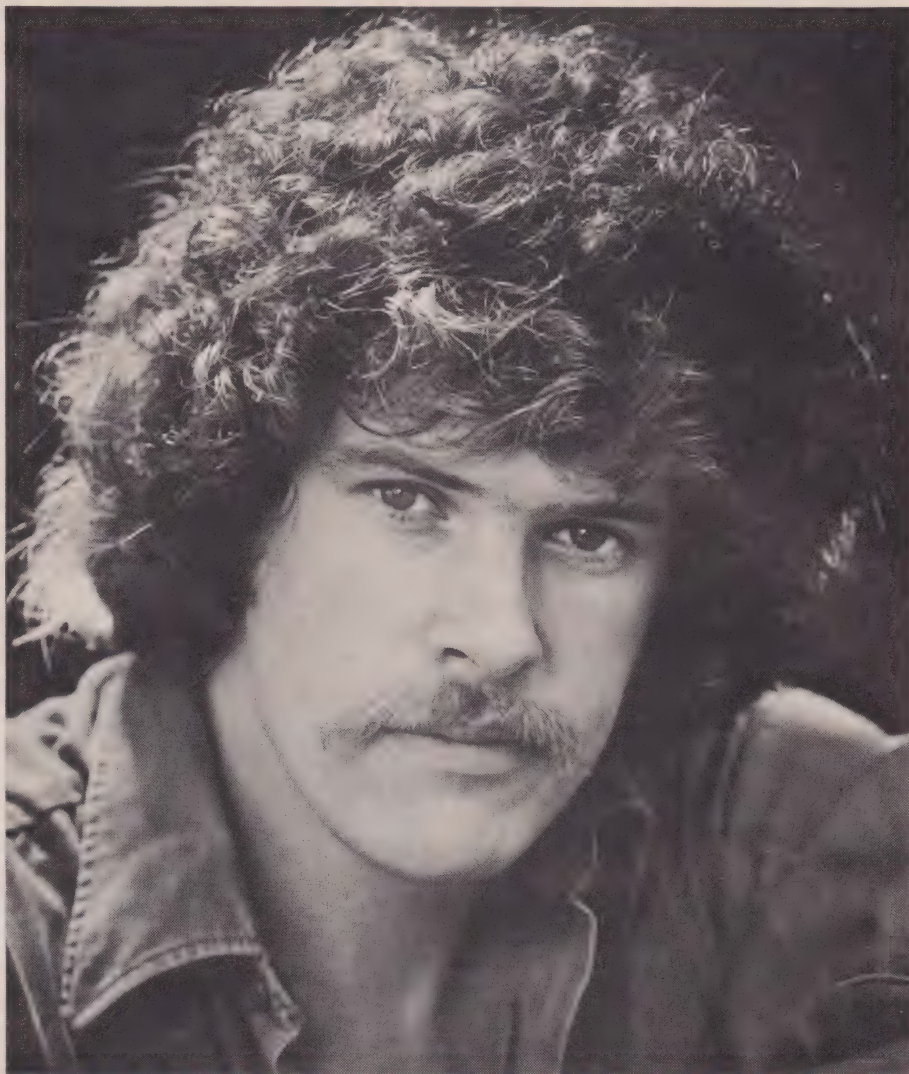
By Barry Dunn
It is hard to believe that Nova Scotia's most prolific and successful songwriter and composer can dine in a crowded restaurant in his hometown and go unnoticed. But on a typical lunch time in a trendy downtown Halifax restaurant, amidst all the noise and commotion of hungry customers and bustling waitresses, Bob Quinn sits placidly watching the confusion around him. His presence is unnoticed. Or perhaps, more accurately, no one recognizes him.

This is the same Bob Quinn who wrote all the songs for *Sail On Nova Scotia*, the official album for the Parade of Sail. These people could hardly have escaped hearing the single *Sail On Nova Scotia*, which every radio station in the city has been playing endlessly. This is the song that has been heralded as the new anthem for Nova Scotia, joining *Farewell to Nova Scotia* and *Song for the Mira* as the most frequently played songs at campsites and get-togethers. Only last June, over 10,000 Nova Scotians attended the *Sail On* concert at the Sportsplex in Dartmouth; someone has to recognize him. Perhaps if I stood atop my chair and in my most commanding voice proclaimed that this is Bob Quinn, songwriter, someone would realize just who this guy is.

"Relax," he says.

"Oh, sure," I say. "I'll bet if John Allan Cameron walked in here they'd fall over our table and send your spinach salad flying across the room trying to get to him."

"If I had wanted to be famous," he



dazzled the keyboards. I remember that. Why would you want to be a songwriter and forego all that adulation?

Songwriters huddle in dirty, smoke-saturated, windowless recording studios with egg carton walls. They can work for hours on songs that bare their souls, but will never pay a rent cheque, or they can dash off a ditty that sets them up for life. Oh, the agony and the irony.

Let me give you an example. Do you know who wrote, *My Love, Cape Breton and Me*? Hint: Roger Whittaker recorded it, and it has sold thousands of records in the U.S. Give up? Answer: Bob Quinn. See what I mean?

"Roger Whittaker gets the applause for all those hours you spent writing that song," I say to Quinn.

"That song took me less than

an hour to write," retorts Quinn smugly.

My argument was halted in midstream, but I was determined to press home the point that songwriters should at least perform their own material if they want recognition. "I was doing that when I performed with the group Chalice," Quinn says. "Chalice was a labour of love because it was artistically acclaimed and rewarding. Unfortunately, it was financially very unrewarding." Aside from writing the songs and performing them, he was the band's marketing and promotional manager. The combination proved unworkable, and fame and fortune eluded him.

At least in Quinn's case, the dual roles of writing and performing do not co-exist harmoniously. "I thought it was possible at one time, but for me, it just isn't," he says.

says, "I would have remained in the business as a performer."

"Oh." Then why didn't you, I wondered. I always thought artists craved recognition. I thought they needed fame in the way candles needed a flame. Why flicker away in obscurity when you could bathe in the warm glow of fame's fire?

If you are over 30, you probably remember the days when Bob Quinn was setting stages ablaze with the rock group Pepper Tree. I'm over 30, and I remember. I remember when Bob Quinn played a gig one night at the Dalhousie Student Union Building. The girls were going crazy over Quinn's penetrating blue eyes and curly blond hair. Hanging over the stage, they sought a closer look at this giant who pranced on the boards and

an hour to write," retorts Quinn smugly.

At least in Quinn's case, the dual roles of writing and performing do not co-exist harmoniously. "I thought it was possible at one time, but for me, it just isn't," he says.

Actually, Quinn at one point wanted to concentrate on performing. Four years ago, he left Halifax for Boston to study at the Berklee College of Music. Ironically, it was while he was studying there that he realized he would never achieve the goals he had set for himself simply by performing.

"There were over 2,000 kids there, some 10 years younger than me who practised 12 to 15 hours a day, every day. They were grinding it out, and I had to ask myself if I had the temperament and talent to do that."

He stuck it out for a year, hoping that study would eventually pay off and fortune stare him in the face. However it was not to be. Convinced that he had neither the desire nor the technical performing skill of his fellow students, he abandoned his dream of making it as a performer.

The fact that Bob Quinn may never achieve fame as a performer does not negate his success as a writer. On the contrary, now that he is focusing his energies solely on writing, his career has been steadily improving.

This is not to say that the ascent has always been smooth. Following Quinn's return to Nova Scotia from the U.S., things went sour. It was a transitional period for him, and all real transitions wreak some havoc. On a professional level, his ideas dwindled, and he didn't write for a year. His self-doubt after the year at Berklee, coupled with the aridness of his year back home, had apparently stifled his creativity.

On a personal level, his marriage to Iris Lynn Angus foundered under the burden of anxiety. "It was a marriage of career," he says now. "We were both obsessed with work. There are no hard feelings. I still see her occasionally on stage. She's probably more recognizable than I am," he says with a hint of a smile.

Meanwhile, although he had not written anything in over a year, Quinn was gaining credibility in the international music industry. Roger Whittaker had heard some of his earlier material, and expressed interest in recording an album penned by Quinn. Overnight recognition, right? Wrong.

The release of the album *Candles in the Night*, comprised exclusively of 15 Quinn compositions, should have cata-

pulted the songwriter's career into the arms of a major studio. But the album was never released. Russell Brannon, publisher and marketing director of Quincept (publishing company for Quinn's songs), explains:

"Whittaker recorded *Candles in the Night* under the RCA label, but left to join another company before the album was distributed. Since Whittaker hasn't recorded a hit in a while, RCA feels that if they released the album it would only have moderate sales. So, they are holding on to it until they feel the time is right."

This decision cost both time and money for Quinn, but it did not deter him from taking on more projects. Some of them remain on the shelves at his home, but he believes he is maturing as a songwriter. Brannon agrees: "He gets better and better. No magic, just hard work."

Quinn began to devote even more hours to the studio writing and re-writing, until he was satisfied that his

Sail On Nova Scotia so much that she spent \$25,000 of her own money to record it in Toronto and release it as a single. Russ Brannon has heard the recording and thinks it is even better than the version on the *Sail On* album.

Listening to Quinn's music provides an insight into the heart of the songwriter. Although written as a commercial work to coincide with the Parade of Sail, Quinn's latest album, *Sail On Nova Scotia*, reflects his simple yet passionate belief in his music and his home province.

For too long the attitude has prevailed that what is produced in Nova Scotia is of inferior quality. Promoters of the *Sail on Nova Scotia* concert in Dartmouth thought that without Roger Whittaker headlining the act, no one would attend.

"The attitude was that this was going to be a Roger Whittaker show with the locals doing a warmup. We surprised a lot of people with the calibre of talent," says Quinn.

Writing the music for the album, Quinn sought to arouse the feelings and images of Nova Scotia and to reflect the pride its natives foster for their home province. He likes the character of Nova Scotians and the mystical relationship they share with the sea. Even the name Nova Scotia sounds magical to him, and he somehow wanted to capture that charm, particularly in the song *Once in Eternity*.

"That was a magical song that came together in a day. The feelings and music just flowed, and I can

remember now the feelings I had when I wrote it; I can't remember the actual writing of it," he says.

It is this magic that Quinn wants to continue creating. The artistic endeavours will not necessarily bring fame, but will ensure personal satisfaction. His choice to remain in Nova Scotia is one based on dedication, not fortune. But he knows that should he decide to forego the hardships of writing music that is not necessarily profitable, the opportunity awaits. He has been asked to go to Los Angeles to write jingles for commercials, work which is extremely lucrative. He knows that financially he would prosper and artistically he would suffer. The offers are getting sweeter, however, and increasingly more difficult to refuse. Just this morning Roger Whittaker called to



Quinn: Quietly perfecting his popular music

product began to achieve the quality he wanted. The music marketplace is a competitive one, and today's consumer is learning to dismiss much of the hype that accompanies it. Quinn was so dissatisfied with his media image that he refused interviews for some time.

"The public," he says, "is tired of the media's saturation approach." So Quinn strives to achieve content in his music instead of contrived media concepts. "I wanted to let my imagination run free in my music. If people like my dreams, they'll like my music," he says.

Anne Murray likes his music. So much so that she has requested that Quinn send her everything he writes. The last song he sent to her, *Not Afraid Anymore*, she recorded.

Catherine McKinnon liked the song

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Quinn evokes the pride of Nova Scotia

ask Quinn to accompany him on a tour of the U.S. Many more offers like that, and he may be forced to rethink his position.

"I ask myself every week if I'll have to leave Nova Scotia."

So far he has not succumbed to the temptation. But who knows? *Sail On* was widely accepted by the public, and sales of the album have been encouraging. But critically, the music did not gain the acceptance that Quinn had hoped for. The ability to withstand criticism requires maturity and confidence. Quinn exudes confidence from every inch of his 6'4" frame and has endured the negative reviews stoically.

"You have to ask yourself first, 'who is the person who is criticizing,' then you decide if it is justifiable."

So one can dismiss a local songwriter's comments that the music for *Sail On Nova Scotia* was "beer jingle music" as nothing more than competitive sour grapes.

"No composer speaks well of another," says Russ Brannon.

It is unlikely that even the harshest criticism will drive Bob Quinn from Nova Scotia. The bonds of family tie him inseparably to his home province. Provided he finds approval from them, he will probably remain here forever.

"If my family appreciates my music, I don't really care if anyone else does," he says.

A tragic accident involving Quinn's younger brother inspired his newest musical venture. It is the story of a young wheelchair

patient struggling to overcome life's hardships.

Although Quinn has had his own share of hard times — fairly typical to the capricious life of an artist — his family has remained steadfastly behind him. The magnitude of Quinn's accomplishments and the matter of recognition are never questioned within the family structure. They support him, but never push, knowing that he will get it done if he wants it badly enough.

With family like this, friends become redundant. They go drinking together, party together, laugh together, and share life's events with a loyalty usually associated with best friends, not siblings. It is not surprising, then, that his decisions on the future are so intimately interwoven with their possible effect on his family ties.

Whenever someone becomes famous — and the way his career is progressing, it appears Quinn will indeed join those glamorous ranks — people want to know who helped him along the way. So, for the record, Quinn told me the names of his brothers and sister should you want to know.

"There is Judy; a brother, Charlie, whose real name is David; a brother, Fee, whose real name is John Michael; and a brother, Coon, whose real name is Paddy."

"They all have nicknames. What do they call you?" I asked.

"Bob," he said. "Just Bob."

"Bob Quinn, to be accurate," I added, so at least if the face isn't recognizable, the name will be.



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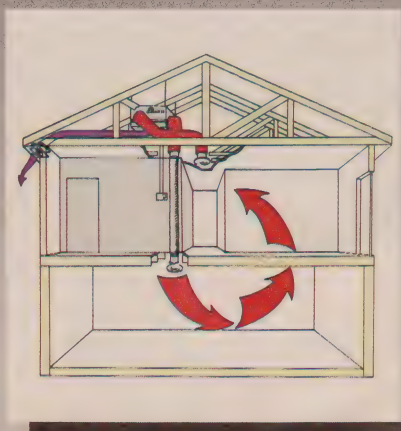


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San Francisco: Laying back in the city of 42 hills

It's a city of roller coaster hills and cable cars, dazzling colors and immense wealth, silver screen sensibilities and earthquake mythology. This is friendly, beautiful, fascinating San Francisco, city of dreams

By Douglas Fraser

Rome has but seven hills. The pearl of all cities, San Francisco, is built on 42 hills and is considered, by visitors and inhabitants alike, to be one of the most interesting, beautiful and hospitable places in the Western Hemisphere. Seven hundred thousand laid-back, progressive, creative persons, as well as others who defy categorization, populate this place named for good St. Francis. It is a city that beckons the tourist unashamedly with its warmth and simple courtesy.

San Francisco is never dull or uninteresting, but last summer the atmosphere was electric. The week before this past Midsummer's Eve, a feeling of expectancy and enthusiasm began to

bubble over as the great day neared — the cable cars were coming back! The excitement had little to do with the fact that the cable car system had been rebuilt and improved with better tracks and faster schedules. There was much more to the festive spirit than mere statistics. The return of "those little cable cars," which Tony Bennett sings about going "half-way to the stars," restored something near and dear to the heart of San Francisco. During the three year absence of the cable traffic, people pined for the clatter of the Powell Street line. During the restoration period, tourist traffic faltered and convention business fell off as word spread. People didn't want to go to San Francisco unless they could experience a ride on the most famous

cable cars in the world. Today, as the cars begin the dizzying ascents and descents on the way to North Beach Plaza and Fisherman's Wharf, Union Square and the St. Francis Hotel echo with penetrating clangs once more.

It took \$63 million and three years' work before the service was reopened. Private donations for the refitting of the system exceeded \$10 million — which reflects how people feel about the Golden Gate City.

San Francisco is a city in which public transportation is heavily patronized. Cable car fare is one dollar. Bus fare is only 60 cents and one fare takes you anywhere — you can even transfer to MUNI, the municipal underground system. This kind of flexibility has made rider participation high and allowed the system to operate within budget year after year.

San Franciscans were ecstatic about the return of their beloved cable cars, as made obvious by the outpouring of emotion on the big day. At 12 o'clock noon, June 21, a crowd of 50,000 gathered in Union Square to witness the event. A brass band played, clusters of balloons were poised for release and a beribboned cable car stood waiting to inaugurate the restored service by transporting an official party on its first run.



San Francisco: City of light and color, even at dusk



TRAVEL

A hush fell over the crowd as the voice of the mayor of San Francisco, Diane Feinstein, was heard. As she officially declared the cable cars reopened, Tony Bennett led her and thousands of others in a rendition of *I Left My Heart in San Francisco*. Cheers filled the square. The official party made its way to the cable car where Mayor Feinstein cut the ribbon with a pair of giant scissors as balloons floated heavenwards in multi-colored clusters. In the midst of this carnival atmosphere, the car rolled slowly up Powell Street with the mayor and her party while the conductor tolled a fast beat on the bell rope.

San Francisco's cable cars are a major tourist attraction, but there is much, much more to this noble city. From the white pyramid of the TransAmerica building to the Coit Tower and points beyond, from Russian Hill to Market Street, it is a place of enormous diversity. The Coit Tower stands on Telegraph Hill — it was built as a memorial to city firemen some time ago by a wealthy, though slightly eccentric, lady.

Another woman of influence was Sally Stanford, the proprietress of a luxurious sporting house in the twenties and thirties. She prospered handsomely by attending to the exotic needs of well-heeled citizens. So much so that her former home in prestigious Pacific

Heights has become a showplace. It should be noted that her business address was elsewhere, because her "house" was not her home. On retirement she sold her mansion and moved to Sausalito, across the Golden Gate Bridge in Marin County, opened a restaurant and eventually entered civic politics and was elected mayor. When she died she left a couple of million dollars to charity and civic projects and \$50,000 to the Sausalito Chief of Police, "in appreciation of his dedication to public betterment."

Pacific Heights is still the neighborhood that everyone aspires to live in, but few can afford. The British Consul is in the vicinity, as is the Soviet Consulate.

Russian Hill is another elite district, atop a steep summit that is crossed by Lombard Street, which then meanders down through flowery banks like a trout going downstream. Many streets were constructed in this way in the days before the automobile because of the danger of cardiac damage to carriage-pulling horses on steeper inclines.

Pacific Heights today is not without a certain notoriety and eccentricity. There is the Teddy Bear House, a fine mansion, so called because it has little bears in each window. Furthermore, these cubs change outfits with the season: yellow and black at Halloween,

red, white and blue costumes for the Fourth of July, and festive colors at Christmas time.

San Francisco is a city whose architecture and sense of color are difficult to define. There is a preponderance of Victorian style, with its own unique quality. Gingerbread designs are painted in pastels and more inspired combinations of color. This colorburst and dollhouse effect is not confined to any single district — it is evident throughout the city in endless variations. Balconies are another dominant feature. Often the fire escapes are designed to look like the Spanish grille work of old New Orleans.

For those who like to dine in gracious style, San Francisco's restaurants reflect the entire spectrum of the culinary world. The attention paid to the quality of cuisine is reminiscent of Parisian standards. There are so many dining places in the San Francisco Bay area that an ambitious and well-heeled customer could dine out each evening for more than 11 years without ever frequenting the same restaurant twice.

One of San Francisco's finest restaurants, the California Culinary Academy (CCA), is not advertised, but the fortunate few who are aware of its existence regularly bring their guests to dine there. Its reputation is such that it requires reservations two or three weeks in ad-

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vance, and even these must be confirmed two days prior to the specified date.

Chefs are well trained at the CCA — so well that one could say the school bears the same relation to other cooking establishments as a Stradivarius does to an ordinary violin. A sample meal, with several items from which to choose, could begin with Soupe de Moules au Saffron and Poached Eggs with Smoked Bacon Sauce. Then the entrée: Poitrine de Veau Farcie aux Riz de Veau, Sauce aux Herbes. The dessert, ah the dessert! This must be savored at the precise moment of preparation so one may appreciate it at its peak of excellence: Soufflé aux Myrtilles, a feather-light soufflé of blueberries with hot raspberry sauce. Et Voilà!

More mundane fare can be found at Fisherman's Wharf, where many restaurants feature seafood and, at the sidewalk cafes, you can see crabs cooking in huge metal cauldrons. It is a working wharf where fresh fish of all varieties are landed daily. The variety is impressive: red snapper, sole, sand dabs (small and bony), crabs, clams and oysters, and lobsters without claws.

After thinking so much about food, it may be difficult to think of attempting the city's hills. However, they are worth exploring, as they have a character and history uniquely their own. Nob Hill is where the great west coast railroad barons built their castles, most of which were destroyed in the fire that followed

the earthquake of 1906. Today, the very name "Nob Hill" is synonymous with a degree of affluence which not many can emulate.

There is a story that the late actor John Barrymore was appearing on stage in San Francisco in 1906 and had gone to bed late and in a happy mood. He was awakened by the "quake" and later pressed into an army unit charged with maintaining peace and order. His sister Ethel said later that it took an earthquake to get Jack out of bed and the U.S. Army to put him to work.

Though the tremor caused destruction, it was the fire that followed the quake of 1906 that was responsible for most of the damage to the city. Broken water mains and ineffective firefighting equipment could not prevent destruction on a massive scale as flames spread from block to block and street to street through the wooden houses.

Van Ness Avenue marks the western advance of the fire. The fire was simply stopped there by dynamiting a block-wide lane through the city on a north-south line. Only three buildings east of Van Ness survived the fire and still stand today.

In view of its history of quakes, it is reassuring to know that building regulations in San Francisco now follow a strict code to ensure that structures are adequately reinforced. Water distribution is assured by separate reservoirs that feed particular areas and thus provide protec-

tion from future threats of fire.

For a century San Francisco has been a port of entry for the Far East. A hundred thousand Chinese live in this city's Chinatown, a bustling business area with excellent restaurants. The street signs here are bilingual — English and Chinese. Even the architecture is oriental, with pagoda-like buildings spreading their roofs and gables in graceful, sweeping lines.

If art reflects life, then — in music, theatre, dance, literature and education — San Francisco is the Athens of the West. Sports aficionados may visit Candlestick Park where the Giants play baseball against a backdrop of swirling fog occasionally interrupted by sunshine. Northwest of the Twin Peaks and the Sutro Tower (named for a mining engineer who worked on the Comstock Lode, the gold and silver deposits that paid the northern bills during the Civil War) is Golden Gate Park. It runs from the centre of the city for three miles to the Pacific beaches and is approximately half a mile wide. It was designed, built and protected for half a century by a Scot named McNair, who hated statues so much that when, despite his protests, statues were erected near the bridge, he planted shrubs around them to hide them from public view. Civic authorities had the final word — McNair's statue is there now, exposed for all to see.

McNair gleaned horticultural advice and fauna from 50 nations to beautify



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TRAVEL

the rolling sand dunes and scrub. Every tree, shrub, clump of moss, and pond in the park was brought in or, in the case of the lakes, manmade. McNair was imported, presumably at great expense, to be San Francisco's Commissioner of Parks. His greatest monument is the incomparable beauty of the park itself.

San Francisco's own irresistible brand of magic has enthralled visitors ever since the city first became a tourist mecca, and its charms continue to capture hearts today.

Across the Golden Gate Bridge is Mount Tamalpais, part of the chain of hills that shelters the grape culture in the Sonoma and Napa valleys. "Mount Tam," as the natives call it, is accessible by car nearly to the 2,500-foot summit and affords a magnificent view of the city, the bay and the communities of El Cerrito, Berkeley, Oakland and Fremont. At the foot of the bay lies San Jose.

Berkeley has probably the best, and certainly the most widely known, of the nine campuses within the University of California system. Its halls are thickly populated with Nobel laureates and the faculty is still considered to be among the best in all academe. Things are calmer now at Berkeley compared to the heady protest days of the 1960s and 70s.

One should not leave Berkeley without browsing through its bookstores. Not only do they carry all the publications required for university course work on this campus but just about everything printed in any language. The young person serving you could be a Ph.D. candidate in literature, someone fluent in quantum mechanics or a senior-level practitioner of T'ai Chi. If you can't find what you're looking for, Berkeley's campus library has six million volumes.

Any travelogue on San Francisco would be incomplete if it omitted Alcatraz Island. If you join one of the guided tours of the rock you will learn how the term "slammer" came into being: the guide will demonstrate how the steel doors clang shut with a chilling sound. The Bird Man of Alcatraz, whose activities included a learned study on the diseases of birds, actually did his study at Leavenworth, another federal institution. When he was transferred to Alcatraz, such diversions were strictly prohibited. Nevertheless, artistic licence was used in calling the film based on his life, *Bird Man of Alcatraz*. The Bird Man is dead and gone and no tears need be wasted on him: He was a psychotic killer, unrepentant to the end.

It is reasonable to advise that a trip to California is fairly expensive. It is a long flight from the Atlantic Provinces, via Toronto, but you can materially reduce the cost by flying at appropriate times and taking advantage of discounts.

San Francisco hotels are busy, so



MASTERFILE



MASTERFILE/HARVEY

Chinatown (above) and Fisherman's Wharf (top) highlight the city's rich cultural mix

reserve well ahead of time. You may wish to consider some of the bed-and-breakfast places, luxurious by our standards, which include private facilities, use of the kitchen, continuous coffee service, and proximity to excellent shopping districts.

Did I mention the hot croissant and gooseberry preserve breakfast, with orange juice and unlimited coffee? And our B&B had a back terrace with glass-topped tables and white

iron chairs. All this, and the public transit buses stopped only a half block up the hill.

It seems as though all things are close around you in this place originally settled by the dark-eyed sons of Iberia; you have finally come home to where the pace is slower and the world seems less troubled.

If it is your destiny to visit only one great city on the globe, choose San Francisco.



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Moravian Pot-Pourri

Doris Peacock hails from England but her style of gourmet cooking is unique, reflecting the influence of a Moravian missionary she met in Nain, Labrador, on a posting with her husband

by Peter Gard

Doris Peacock was born in Gloucestershire, England, and trained as a biologist in Cardiff, Wales. She learned to cook from her grandmother, who had been a parlourmaid in a gentleman's house, and from her mother, who had a fine reputation as a cake maker. "English cooking," says Peacock, "is not the most imaginative. However, my father's people kept orchards and gardens so fresh produce was always available. I learned to make faggots, sausages, mock duck — things that were off the beaten track."

It was a culinary skill that stood her in good stead when she joined her husband, Bill, at his Moravian mission posting in Nain, Labrador, in 1940. In Nain she learned to make German specialties like griesnockerl soup, hot potato salad and cabbage slaw from Ellen Hettasch who, along with her husband Paul, had spent 40 years in Labrador as a Moravian missionary. "They made much more elaborate dishes than we did," says Peacock, recalling the Hettasches. Many of the recipes Peacock learned from Ellen Hettasch dated to the earliest days of the Moravian mission: Caribou sausages, 'love feast buns' and 'ship's biscuits' (sponge cakes made from wild ducks' eggs) were particularly prized. The Hettasch's rich German-style potato salad was a treat reserved for special occasions. The slaw was sometimes made from lettuce grown in the large garden the Moravians had kept in Nain since the late 18th century.

The Peacocks retired to St. John's, Nfld., in 1971, but Doris has fond memories of Labrador's more unusual ingredients. Porcupine, arctic hare, ptarmigan, bear, eider ducks and caribou took the place of beef, pork and chicken. "I never got tired of cod," she says, "you can do all kinds of things with cod. The thing I had the most trouble with was seal. I couldn't stomach the fat at all. Seal liver, however, was the best I've ever tasted." Another bane of her existence was corned beef which became a staple when other supplies ran low. "I used to threaten I would write a cookbook on a thousand and one uses for corned beef. No matter what you do it always tastes liked corned beef."

Fall was the season when supplies were the most plentiful. "That's when we became squirrels," says Peacock, "you had to harvest the garden before

the frost and all the supplies from St. John's had to be dealt with. There was always something that was damaged that had to be eaten quickly." Doris Peacock's industrious bottling of meats and vegetables came in handy whenever Bill brought home unexpected guests. One member of a surprise party of 17, having finished his dinner, expressed disappointment that he hadn't yet tasted caribou. "He didn't realize he'd been eating caribou all along," recalls Peacock, laughingly. "I wish he'd known — it would have improved the meal!"

Griesnockerl Soup (Soup with Semolina Dumplings)

1/2 cup cream of wheat
2 tbsp. margarine
1 egg
4 cups soup stock (chicken, ptarmigan or caribou)

Soften the margarine and mix with the beaten egg. Add the cream of wheat and mix well. Let the mixture stand for 15 minutes, then shape the mixture into small, walnut-sized balls. Bring the stock to a boil. Lower the dumplings gently into the soup and simmer for 5 minutes. Let the "nockerl" stand in the broth for at least half an hour. Reheat and serve.

Hot Potato Salad

4 cups diced potatoes
6 diced hard-boiled eggs
1/2 lb. bacon
1/2 cup chopped onion
1/3 cup flour
1/2 cup vinegar
1/2 cup sugar
2 tsp. salt
pepper and salt

Cook the diced potatoes and add the diced hard-boiled eggs. Season with salt and pepper. Cube the bacon and fry until crisp. Remove the bacon and sauté the chopped onion in the bacon fat until golden. Add the bacon and onion to the potato mixture. To make the gravy, add the flour to 1/3 cup of the remaining bacon fat and mix well. Add enough water (1 1/2 to 2 cups) to make a thick gravy. Add the sugar, vinegar and 2 tsp. salt to the gravy mixture and pour over the potatoes while hot. Check seasoning and serve.

Bacon Cabbage Slaw

1 lb. bacon
1/3 cup sugar
1 tsp. water



PHOTOS BY PETER GARD

FOOD

- 2 tsp. vinegar
- 1½ tsp. salt
- ½ tsp. celery salt
- ½ tsp. dry mustard
- 1 cup chopped celery
- 6 cups shredded cabbage

Cook the bacon until crisp. Drain and crumble bacon. Reserve ½ cup bacon fat. Stir the sugar, vinegar, water and seasonings into the drippings and heat just to boiling. Pour over the cabbage and celery. Add the bacon. Toss lightly and serve immediately.



Peacock's traitional cuisine has a twist


Blueberry Torte

- 2 cups graham cracker crumbs
- ½ cup sugar
- ½ cup melted butter or margarine
- ½ cup butter (no substitute)
- ¼ cups icing sugar
- 2 beaten eggs
- 1 tsp. vanilla
- 2 cups cooked blueberries
- ½ pint whipping cream
- powdered sugar
- vanilla

Thoroughly mix together the graham cracker crumbs, sugar and melted butter or margarine and press in the bottom of a 9-inch pie or torte pan. Reserve ⅓ cup of the crumbs. Beat together the butter, powdered sugar, eggs and vanilla until fluffy. Spread over the crumb mixture in the pan. Spread the blueberries over the icing mixture. Whip the cream and flavour it with the powdered sugar and vanilla. Spread over the blueberries and sprinkle the top with the reserved cracker crumbs. Refrigerate for at least six hours.

Almond Cookies

- ½ lb. sugar
- ½ lb. butter
- 1 lb. flour
- 2 egg yolks
- ¼ lb. ground almonds

Cream together the butter, sugar and the egg yolks. Work in the flour and almonds, beating constantly. Mould the mixture into a long sausage shape and leave in a cold place until thoroughly chilled (1½-3 hours). Slice the roll of dough into ¼-inch thick pieces. Place on a greased pan. Cook at 400° F. until faintly colored (10 to 15 minutes). Cool and sprinkle with sugar. 

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"A Walk in the Woods": Graceful, flowing



"Spring": Cape Breton climate in abstract

Ian Sherman, wood sculptor

Much of his work has evolved out of his feelings for Cape Breton

by Alexa Thompson

If you live by the sea near the Highlands of Cape Breton, it is not hard to be shaped by the weather. The winters are long and cold, the summers too fleeting and the wind never ceases. Artist Ian Sherman thrives on it. He loves the winters, a time when he shuts himself off from the world in his lonely rural home and works on his sculpture — graceful, flowing pieces, wrought of wood, that he creates from the land he chooses to live in.

"My work has evolved out of my feelings for Cape Breton," he explains. Culturally it does stand apart from mainland Nova Scotia. The weather is very intense and much of my sculpture comes from it."

Brought up on the shores of Lake Erie, between the city of Cleveland and the rolling farms of Ohio, Sherman developed a deep respect for nature early in life.

"That lake had a great impact on me," he says. "I used to lie on the cliffs nearby and think I'd reached the end of the world. Such a big body of water brings you up against the unknown. But, I also watched the lake die to the point where you couldn't swim in it anymore. Dead fish floated in it and I remember once when the river in Cleveland caught fire."

These boyhood images still haunt Sherman, but have also helped shape his work. He has developed a mystic reverence for the wood with which he works.

"Wood to me is full of life. When I season a piece by slowly evaporating the water, I can see in the grain a record of the life forces that shaped the tree — especially the coursing of water through it.

"If you study the patterns that emerge in water flowing in a brook as it goes over and around rocks and then compare them with the patterns in the

bark of a tree and within its grain, you will see the same things. It's as if a stream of water flows up from the ground within the growing tree and interacts with the being of the tree to create the same patterns you could see by looking at a brook from a bridge."

This entwining of wood and water is what he tries to capture in his work. "Working in abstract is doubly hard," he adds. "Often people will say to me that they don't know what it means. But, I find when talking to someone else that although they may not see the same image in the work I see, they experience the same feeling that I had when I started it. Sculpture, to me, is the meeting between the artist and the other person."

Sometimes Sherman brings an idea to the wood; more often it is the wood, its grain and shape, that suggests the concept to him. In the end, his intent merges with the characteristics of the piece of wood he is working on. He has a sculpture called "Renaissant," on display at the Duke of Argyle Gallery in Halifax, that best expresses this concept. In the centre of the piece he has created an embryonic shape enfolded in a womb. But around the edges of the sculpture he let

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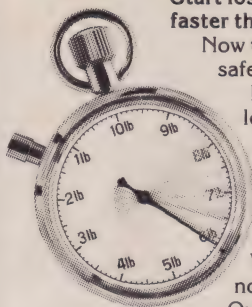
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ART

the wood tell its own story. Worm holes pockmark the left side while across the top can be seen the slash of the logger's chain saw.

Gallery director Linda Young is especially enthusiastic about Sherman's work and has commissioned him to do some new pieces for a one-man show this December. "His work is fantastic," she says. "It's unique — something you don't see around these parts. His treatment of wood, his thoughts and feelings as expressed through the wood are incredible. You want to reach out and touch it; feel its movement."

Sherman picks up most of his wood from lumber yards. He spent time on the Island working as a cabinet maker and knows what he is looking for. But usually he chooses wood rejected by the lumbermen; wood that is flawed by knots or worm holes or has other defects that appeal to his eye. Only once does he recall cutting his own. He found a tree in the forest marred by spalting, fungus rot that follows the flow of water through the tree, and was enchanted by the patterns it created. "I had to leave the wood for a year before I could finish it," he adds. "I took out some of the patterns but in the end I was able to follow the movement in the wood suggested by the spalting."

Sherman, born in Glasgow, Scotland, in 1945, didn't begin to sculpt until 10



"In Deference to the Wind," 1984

years ago. His first thoughts were to be a scientist and he studied both chemistry and psychology at Dartmouth College in New Hampshire, graduating in 1969. He then emigrated to Canada to do graduate research in psychology but soon decided he had had enough. Disenchanted by fellow researchers' methods, in particular their attitudes toward laboratory animals, he packed his knapsack and headed to



Sherman: Sculpts wood with Maritime roots
British Columbia. There, he fell in love with the sea and the giant rain forests, and decided his vocation was art.

"I remember one day in B.C., watching light play against water," he mused. "I wanted to capture that image in the best way I could, and that, for me, is working with my hands. Even in high school I liked to work with wood. To me it was no big change; just a natural progression."

Returning to eastern Canada, Sherman settled in Cape Breton and built his

did not want to be influenced by the work of others. That stage of his life is drawing to a close and he is now looking forward to spending more time with other artists and attending cultural events in the city.

He met his wife, Ruth, on Cape Breton Island. She is, he says, his greatest supporter. Together they built a second home on land near the sea just five kilometres from the town of Inverness. Beside the house he put up a barn-shaped studio where he now works all year round. In summer, friends and the curious flock to watch him work, and he enjoys both their company and their responses to his work. But in winter they are still isolated, often able to get to town

only a few times a month. They are very self-sufficient, he adds, and their lives right now revolve around their young son, Robin, aged four.

The last few years have been tough. Sherman sustained a back injury lifting eight foot timbers and it has left him partially disabled, unable to do odd jobs as a carpenter or to work for long hours in his studio.

His work has been selling slowly to friends and acquaintances as far away as Los Angeles. He would like to be better known and may have to look south of the border for a bigger market. But he would rather sell his work in this region because, as he explains, "My sculpture arises out of the Maritimes."



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"In Deference . . ." Art inspired by nature
first home in a spot so isolated he had to hike two miles from the end of a country lane to reach it. He cut his own logs from the surrounding forest and there erected his first studio, filled with windows to let the sunlight stream in.

He deliberately isolated himself, wanting to work through his sculpture on his own, learning as he progressed. He has never taken a formal art lesson and

CALENDAR

NEW BRUNSWICK

Oct. 1-30 — Photographs by Patti Livingston, City of Saint John Gallery, Saint John

Oct. 1-31 — Elke Danziger: Ceramic wall reliefs, Wing Galleries at the Playhouse, Fredericton

Oct. 2 — Fall Festival, Kedgwick

Oct. 6 — Moose Antlers Contest, Pointe-Verte

Oct. 6-8 — Kings Landing Fall Harvest Festival and Closing Weekend:

Thanksgiving dinners, turkey shoot, ploughing matches and Harvest Church service, Kings Landing

Oct. 6-Jan. 6 — "The River and the Bush: The Timber Trade in the Ottawa Valley, 1800-1900": An exhibition illustrating the impact of the timber trade on the social and economic life of the Ottawa Valley. Organized by the McCord Museum, Montreal. Link Gallery, Saint John

Oct. 8-11 — Oyster Festival, Maissonette

Oct. 12-15 — Friendship Festival, Rivière-du-Portage

Oct. 13 — Brunswick String Quartet and Michael R. Miller premier "Quintet Equinox," by Michael R. Miller, in a Bicentennial Symposium, Mt. Allison University, Sackville

Oct. 16 — The Woodstock Arts Council presents Mary Lou Fallis, Soprano, in "Prima Donna" at 8:00 p.m., Woodstock High School Theatre, Woodstock

Oct. 20-Dec. 16 — "L'Amour de Maman: Acadian Textile Heritage": *l'amour de maman* (mother's love) was the phrase traditionally used by Acadians to denote the trousseau of household linens that the Acadian woman prepared for her children. Over 200 items will be exhibited. Organized by the Louisiana State Museum and circulated by the Smithsonian Institution Travelling Exhibition Service and the National Museums of Canada International Program. Gesner Gallery, Saint John

Oct. 21-22 — Maritime Winter Fair Horse Show: Equestrian show, Moncton

Oct. 21-Nov. 3 — Pegi Nicol MacLeod (1904-1949): Watercolors and oils, Gallery 78, Fredericton

Oct. 22-28 — Maritime Winter Fair, Moncton

Oct. 23 — Brunswick String Quartet and Michael R. Miller perform "Quintet Equinox," by Michael R. Miller, U.N.B., Fredericton

Oct. 31-Nov. 5 — Pumpkin Festival, Saint-Louis-De-Kent

PRINCE EDWARD ISLAND

Oct. 2-Nov. 5 — Nancy Edell, Drawings and Fibre Art, Great George Street Gallery, Charlottetown

Oct. 14 — C.A.H.P.E.R. 10 Kilometer Road Race, Stanhope

NOVA SCOTIA

To October 13 — Annapolis Royal Farmers & Traders Market: An old-fashioned outdoor market with produce, home baking, arts and crafts and antiques for sale and entertainment. Every Saturday morning, Annapolis Royal

To October 14 — Glooscap Country Bazaar: Handcrafts, farm produce and home baking by local clubs and residents, Economy

Oct. 5-7 — Annapolis Valley Fall Harvest Festival: A celebration of the harvest season with the sale of fruits and vegetables, suppers, bingo, U-pick and apple pie baking contests, Wolfville/Kentville area

Oct. 6 — Solomon Gundy Supper: Solomon Gundy served with baked beans, homemade brown bread, rolls and pies, Blandford

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All you have to do is send us your best photographs (maximum 3 per person) of people, places, or events in Atlantic Canada.

There's no entry fee. Nothing to buy. You don't even need to subscribe to *Atlantic Insight*, although more and more people are discovering that *Atlantic Insight* every month is a great way to keep in touch with what's happening around here.

Rules: Contest open to all residents and visitors in Atlantic Canada, excepting professional photographers, and employees of Northeast Publishing Ltd., and Carsand-Mosher Photographic Ltd., and their immediate families.

Limit of three entries per person. Each entry must carry your name, address, phone number, and picture location.

You can enter color transparencies; or color or black-and-white prints to a maximum size of 8" x 10".

If you want your entries returned, please supply a stamped addressed envelope for each entry.

Contest closes October 30, 1984. Winners will be notified, and winning entries published in *Atlantic Insight*.

The judges decision is final. No correspondence will be entered into except with winning entrants.

Judges: Wade Yorke, Craftsman of Photographic Arts, Carsand-Mosher. Bill Richardson, art director, *Atlantic Insight*. Gordon Thomason, communications consultant.

1st Prize: Minolta X-700. First winner of the European Camera of the Year Award. Fully-programmed automatic exposure, 35mm, single lens reflex. With 50mm f2 lens.

2nd Prize: Minolta X-370. The high performance automatic exposure control SLR with full-metered manual. With 50mm f2 lens.

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Oct. 6-13 — Atlantic Winter Fair, Halifax

Oct. 8 — Ross Farm Museum Harvest Sale: Sales of farm preserves and produce, New Ross

Oct. 18-20 — Maritime Antique Show, Halifax

Oct. 18-20 — Third Annual I.W.K. Quilt Fair, Dartmouth Sportsplex

Oct. 20 — New Germany Area Arts and Crafts Show and Sale: Demonstrations and sale of crafts and original work by local craftspeople, New Germany

Oct. 22-27 — The Truro Harvestfest Committee presents "Edward J. Hhyde" at the Cobequid Educational Centre, Truro

Oct. 22-28 — Atlantic Film and Video Festival: A competitive film, video and television festival of Atlantic Canada, Halifax

Oct. 24-27 — Seventh Annual Autumn Antiques Showsale, Halifax

Oct. 26-28 — Hadassah Bazaar, Dartmouth Sportsplex

NEWFOUNDLAND

Oct. 5 — Fall Fair: Jiggs dinner with local vegetables, McKay's Recreation Centre, McKay's

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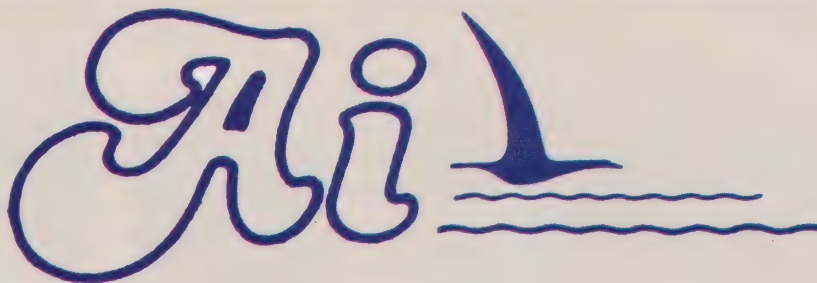
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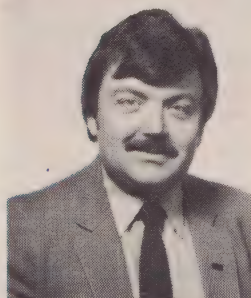
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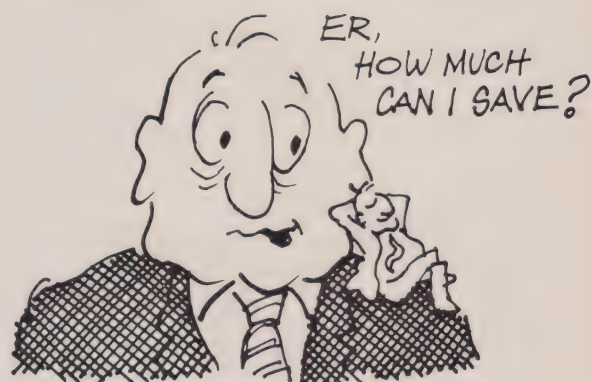
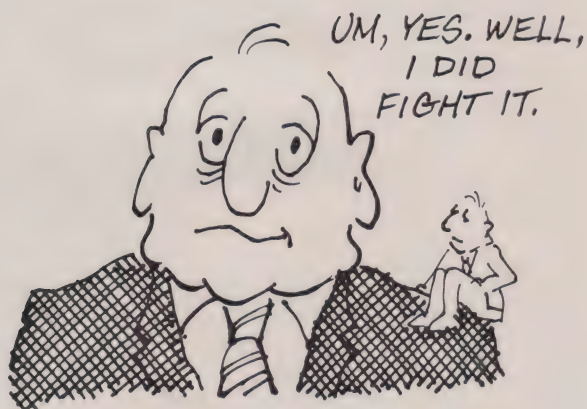
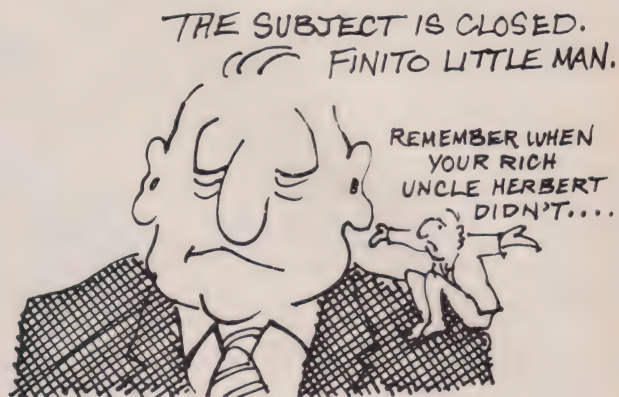
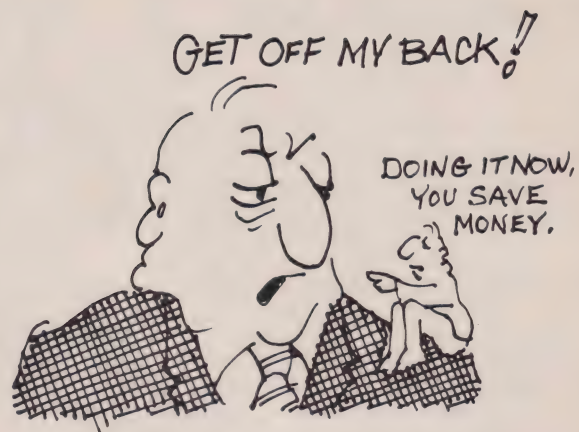
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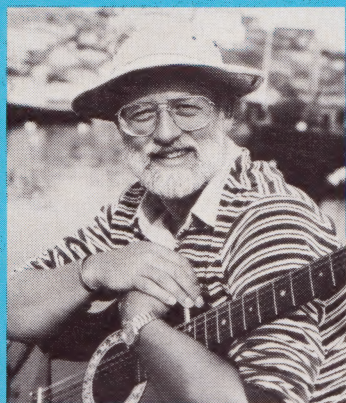
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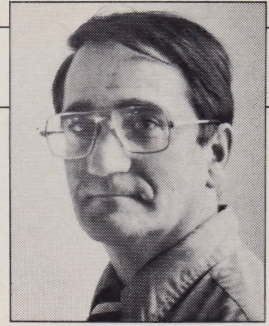
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Glorious island life: Reflections of a summer past

Amusing thoughts on the possible outcome of comings and goings of great importance experienced while enjoying life in the splendor of blazing high summer

How did it all turn out? You tell me. In writing for magazines there's something called "lead time." In this case, you have to get your epistle along to headquarters a month and a half before this esteemed organ hits the newsstands.

So, from back here in mid-August, I ask you: Is His Holiness our new Finance Minister? Did John Turner ever get that frog out of his throat? Did Brian Mulroney have the frogs securely in his pocket? Did Her Majesty decide to embrace Rome?

Visits papal and royal, the federal election and — here in Newfoundland — the finest summer that ever was, occupied our attention.

For days, weeks, months, the sun beat down, the earth baked dry, 80 degrees F. became almost a bore and, at the height of it all, it became hard to concentrate on weighty matters.

Many citizens spent the summer standing up to their necks in rivers and ponds where newspapers tended to disintegrate and radios short out. Keeping abreast of current events wasn't easy. Most didn't give a damn anyway, because after such a summer as this the world would surely end.

Although Her Majesty was not to set foot in Newfoundland, the sale of Union Jacks was brisk. Loyal subjects planned to turn out and wave at the Queen as she flew over, five miles up. All spring and summer, the papists had been going right to wing over the Pope's visit and some sort of counter-gesture seemed called for.

As "Preparation H.H." gained momentum, many shrank before the awful magnitude and weight of The Visit.

At Flatrock, a mere crack in the cliffs, John Paul was to bless the fishing fleet before a multitude of several hundred thousand. Would it wash? Earlier in the year, several hundred cars converged on Flatrock where some seals had come to shore and were getting their heads bashed in — and the traffic jam was horrendous.

Local humanist-eccentric Walter Davis proposed that the Pope might do his bit from a raft in the middle of St. John's harbor. This was seriously considered for a while. Then it was pointed out that if a strong northwest breeze sprang up, H.H. and Company might

wind up over among the Azores.

As fervor mounted, Mr. Davis publicly turned in his sash and membership in the Loyal Orange Lodge and struck up a correspondence with the Vatican ("I, like your Holiness, have also visited Nicaragua..."), the Kremlin and the ex-Queen of Spain, among others, on behalf of his "Children's Campaign for Peace."

If this redoubtable Newfoundlander can pick up enough headway, the United Nations headquarters will be relocated to Flatrock.

"In the midst of the glorious heat wave and papal preparations, it gradually dawned that there was a federal election under way. 'Give me hammock another push,' was the general reaction"

As the full might and majesty of Mother Church bore steadily onward toward poor little us, a certain blitz humor sprang up to ease the rather suffocating awe and anticipation. A cartoon appeared showing His Holiness with one hand raised in blessing and in the other a Newfoundland Dictionary. Says he: "How's... she... goin'... b'yes?"

Now, in October, his big jib is still drawing, pray God. An RCMP "risk index" on a scale of 10 placed Trudeau at "3," the Queen at "4" and H.H. at "7."

In the midst of the glorious heat wave and papal preparations, it gradually dawned that there was a federal election under way.

"Oh, God! So what? Give me hammock another push," was the general re-

action. But as August went on, the volume of the campaign's jingles and heart-felt promises rose to a shriek and couldn't be ignored. Turner did everything but dye his hair black and dress it in greasy ringlets while Boy Brian steered just clear of hermaphrodite rig.

We had a curious situation in St. John's West where John Crosbie and Walter Carter went at it. Walter first came to public attention as Joey Smallwood's chauffeur more than two decades ago. Since then, he's been a Liberal MHA, a PC member of Parliament and, somewhere in between, a deputy mayor of St. John's.

This trip to the well, Walter ran for PC candidacy in another district, lost, then ran in Crosbie's district as a Liberal. Former Liberal MHA Crosbie is also a former deputy mayor of St. John's. It wasn't only the heat that scrambled the reason of many.

The Rhinoceros Party established a presence this time out. There was talk that they'd run a candidate against Mr. Crosbie. He's an actor-broadcaster who does a devastating voice impression of demi-unilingual John. But the most they did was give their solemn promise never to build a causeway between the Island and mainland Canada.

Social Credit did not enter the lists this time. To the best of my knowledge there have been two Socred followers in the province since Confederation. In some elections, one will enter himself as a candidate and the other will sometimes vote for him. Lately, they were joined by one of J.R. Smallwood's grandsons who, naturally, assumed leadership.

The Corner Brook area used to be almost the only knot of NDP support in the province. But the Bowater paper mill, like much else in Newfoundland, was on the verge of going bosoms up. So, on the theory that the more unstable the voter feels the more he veers to the right, I put a dollar on the Tories there... and, of course, by now I know if I won, lost or drew.

Speaking from a blazing high summer in August and addressing myself to some time in October, I can only be sure of the outcome of one of the remarkable features of our summer and fall, 1984:

We had weather that couldn't be bettered; our children are as brown and glowing as any other; fog and gloom stayed far away; our gardens billowed out in baroque profusion; we could store up enough sunshine against any rigours to come.

That, at least, is now ours forever and no one can take it away.

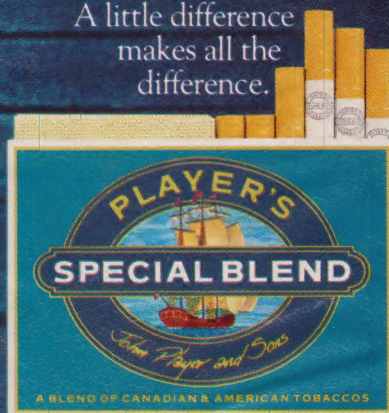
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